

2008-2012

MISSOURI'S BLUEPRINT TO **ARRIVE ALIVE**



Since 1997, 12,625 people have lost their lives and almost 800,000 have been injured on Missouri roadways. These numbers are almost equal to the combined populations of St. Louis, Jefferson City and Kansas City. Each loss results in personal tragedy for the individual's family, friends and community. Every life lost or every person injured is one too many.



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MISSOURI'S NEW BLUEPRINT TO ARRIVE ALIVE

FROM THE EXECUTIVE COMMITTEE
OF THE MISSOURI COALITION FOR ROADWAY SAFETY

Friends,

It is with great pleasure we present you with the newest edition of Missouri's strategic highway safety plan – Missouri's Blueprint to ARRIVE ALIVE. It contains strategies to reduce traffic crashes on Missouri roads, ultimately saving lives and reducing injuries. Our new goal for Missouri is set to reduce traffic fatalities to 850 or fewer by 2012.

Saving lives is what it's all about. This shared belief initiated a partnership of safety advocates across Missouri, including law enforcement agencies, health care providers, courts, local, state and federal government agencies, advocacy groups, planning organizations, concerned citizens and others who banded together to form Missouri's Coalition for Roadway Safety.

Through hard work and positive partnerships, we know our efforts are working. We reached the goal of the original Blueprint document created in 2004 – 1,000 or fewer fatalities by 2008 – an entire year early. In 2007, 992 people died in traffic crashes, down from 1,096 in 2006 and 1,257 in 2005.

Engineering improvements along with the combination of law enforcement and educational efforts have been proven to reduce fatalities and serious injuries. Our hope is to continue to see such amazing results in the upcoming years.

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We all play an important role in safety and can make a positive difference. Please take the time to become familiar with the new Blueprint. The power of partnerships is strong and together we will continue to help Missourians ARRIVE ALIVE!



In November 2004, Missouri's Blueprint for Safer Roadways was developed in consultation with many safety advocates. It challenged safety partners throughout the state to implement targeted strategies in the enforcement, engineering, education and emergency medical services areas that would lead toward reaching a goal of 1,000 or fewer roadway fatalities by 2008. It also outlined a strategy to organize 10 regional safety coalitions designed to work in concert with the Missouri Coalition for Roadway Safety. Together, they embraced the elements of the Blueprint and implemented a comprehensive, coordinated, and focused effort to reduce fatalities and disabling injuries on Missouri roads.

Missouri's Blueprint to ARRIVE ALIVE is a continuation of the collective efforts of safety advocates from around the state who are working to reduce the number of people who die or are seriously injured in these tragic events.

This Blueprint is built on seven guiding principles:

1. Focus on reducing fatal and disabling injuries
2. Apply to state and local roads
3. Consider all four "Es:" Education, Enforcement, Engineering and Emergency Medical Services
4. Use research, data, and safety professionals to guide the strategies
5. Support deployment of system-wide safety engineering enhancements
6. Implement initiatives at the state and regional levels
7. Monitor progress in implementing the strategies, meeting the fatality reduction goal, and decreasing the number of disabling injuries

The word "our" is used throughout the remainder of the document. "Our" not only refers to the safety partners and their corresponding organizations but to every Missourian using our roadway system as a vehicle driver, passenger, bicyclist or pedestrian.



OUR GOAL

In 2004, our long-range goal was 1,000 or fewer fatalities by 2008. The goal, that at first seemed almost unattainable, was achieved one year early when the total number of fatalities was reduced to 992 in 2007. Between 2005 and 2007, our death rate per 100 million vehicle miles of travel dropped from 1.8 to 1.4 and 21 percent fewer lives were lost on Missouri highways.

With the task of updating the 2004 Blueprint came the challenge of setting a new fatality reduction goal. The Blueprint vision is to work toward zero fatalities on Missouri roads. After careful deliberation, **our new goal is 850 or fewer fatalities by 2012**. Aggressive implementation of the new “Targeted 10” and other key strategies outlined in Missouri’s Blueprint to ARRIVE ALIVE is essential for this goal to become a reality.

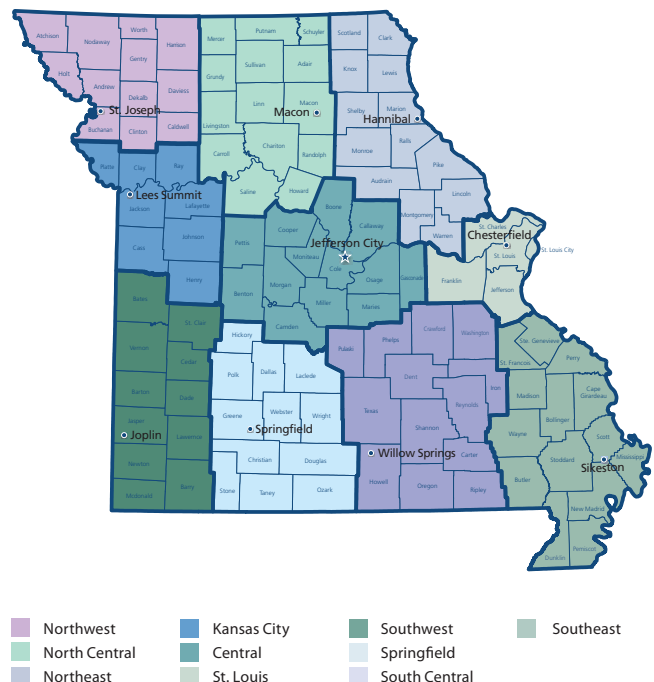
OUR PARTNERS

Improving road safety is a shared responsibility – all Missourians are accountable to help make our roads safer. Safer roadways begin with the individual user. These simple actions listed below improve the likelihood that you will not be involved in a crash; or if you are, your chances of survival will be dramatically improved.

- Buckle up no matter how short the trip and make sure that everyone else in your vehicle is secured in a proper, age-appropriate restraint device.
- Do not drive impaired. If you have consumed alcohol or other drugs, do not drive.
- Give full attention to your driving.
- Do not exceed the speed limit or drive too fast for conditions.

Undergirding the statewide initiatives are collaborative partnerships consisting of federal, state, county, and local governments; elected and non-elected officials; and non-governmental organizations. These partnerships are all working to empower local people to solve local road safety issues. The partnerships are nurtured through the Missouri Coalition for Roadway Safety and its 10 regional safety coalitions. Ultimately, their job is to mobilize the safety partners within the state or their region to implement strategies to reduce serious injuries and save lives. The success of moving Missouri’s Blueprint to ARRIVE ALIVE from paper to action hinges on the strength and the resolve of both the state and regional coalition network.

Regional Coalitions



“Our new goal is 850 or fewer fatalities by 2012.”

the Executive Committee

OUR GOOD NEWS

The safety partnership, deployment of focused strategies on both the state and regional level, and targeted public information campaigns coupled with strong enforcement and engineering improvements all contributed to achieving the goal of fewer than 1,000 fatalities by 2008. Not only was the goal met, but we were able to reach it one year early. The last time Missouri recorded fewer than 1,000 fatalities in one year was in 1993. Losing 992 individuals in 2007 is unacceptable, but the lives saved in both 2006 and 2007 are a tribute to the Blueprint and the many coalition partners who labored to make the goal a reality.

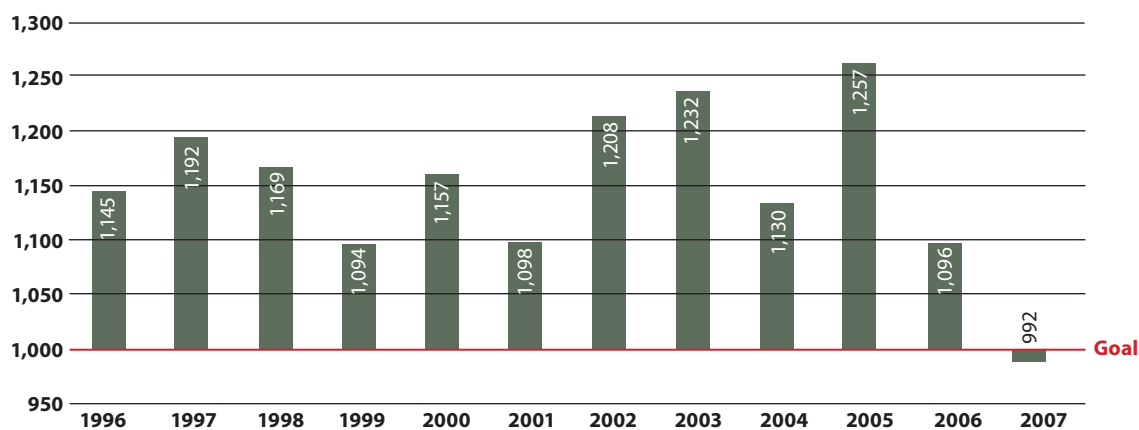
Leading up to this accomplishment was a 12.8 percent reduction in deaths between 2005 and 2006, from 1,257 deaths

to 1,096. **Down by 161 deaths in 2006, Missouri experienced the largest fatality reduction in the nation.** When 2006 and 2007 are combined, Missouri had a 21 percent reduction in deaths or 265 fewer lives lost in just two years. In 2007, Missouri also had the lowest fatality rate per 100 million vehicle miles of travel (VMT) in history, 1.4 fatalities per 100 million VMT.

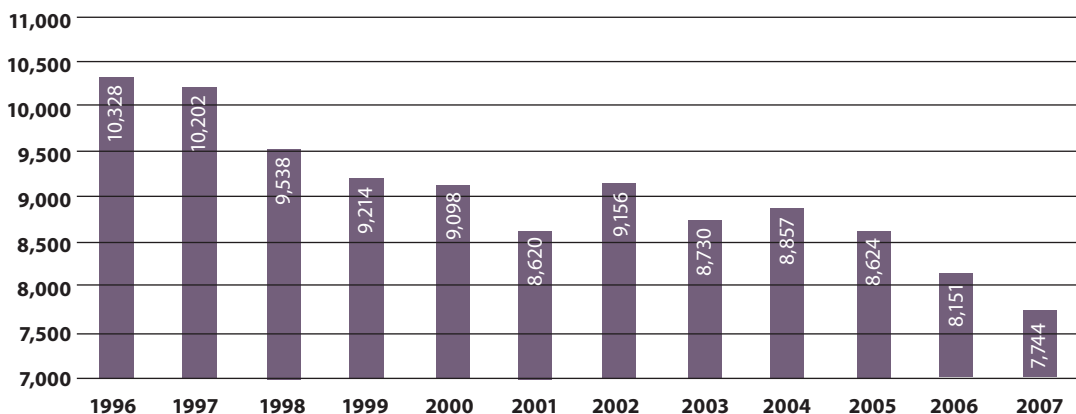
In addition to the fatality reduction, Missouri is continuing to see a steady decline in disabling injuries. The decline began in 2004 with 8,857 disabling injuries and fell to 7,744 in 2007.

This is all good news for Missourians, but we still have more work to do.

1996-2007 Missouri Traffic Crash Fatalities



1996-2007 Missouri Traffic Crash Disabling Injuries



🎯 Our New “Targeted 10”

In Missouri’s Blueprint for Safer Roadways, eight key strategies were identified and called the “Essential Eight.” Focusing on the implementation of a few strategic priorities remains crucial in Missouri’s Blueprint to ARRIVE ALIVE. These priority strategies are imperative if continued progress is going to be made and our new goal of 850 or fewer fatalities by 2012 is going to be met. The “Targeted 10” encompasses strategies in the education, enforcement, engineering, and public policy areas. Some of these strategies were previously included in the “Essential Eight.” Each strategy was selected because of its life-saving and injury reduction potential. A target icon 🎯 is used throughout the remainder of the document to identify the “Targeted 10” and to draw attention to their importance.

- 🎯 **Pass a Primary Safety Belt Law and Maintain and Enhance Existing Safety Laws**
- 🎯 **Increase Enforcement on Targeted Crash Corridors**
- 🎯 **Increase Public Education and Information on Traffic Safety Issues**
- 🎯 **Expand the Installation of Shoulder and Centerline Rumble Strips/Stripes**
- 🎯 **Expand, Improve and Maintain Roadway Visibility Features (pavement markings, signs, lighting, etc.)**
- 🎯 **Effectively Deter, Identify, Arrest, and Adjudicate Alcohol and Other Drug Impaired Drivers and Pedestrians**
- 🎯 **Expand Installation and Maintenance of Roadway Shoulders**
- 🎯 **Remove and/or Shield Fixed Objects Along Roadside Right of Way**
- 🎯 **Improve and Expand Intersection Safety with the use of Innovative Engineering Designs (e.g., J-turns, roundabouts), Technology and Enforcement**
- 🎯 **Improve Curve Recognition Through the Use of Signs, Markings, and Pavement Treatments**

This system-wide engineering approach moves away from concentrating only on lagging indicators (crashes after they happen) to a focus on leading indicators (the prevention of crashes before they happen). It involves applying safety countermeasures to large portions of the roadway system that have no crash history. Careful attention to the maintenance of these improvements is imperative to ensure continuation of their life-saving benefits.

Essential Eight Progress Report

The following is a brief progress report describing the implementation status of the previous key strategies known as the “Essential Eight” as identified in the 2004-2008 Blueprint for Safer Roadways document.

■ **Pass a Primary Safety Belt Law and Maintain and Enhance Existing Safety Laws**

Unfortunately, Missouri has not passed a primary safety belt law. In 2007, safety partners led a large-scale effort in support of this law but were unsuccessful. This effort likely had a positive impact, since fatalities declined and safety belt use increased by 2 percent that year. If Missouri passed this law, approximately 90 lives would be saved and more than 1,000 disabling injuries would be prevented each year.

Selected groups continue to attempt to repeal Missouri’s all-rider motorcycle helmet law each legislative session. In states where helmet laws are repealed, fatalities increase dramatically. Aggressive initiatives by the Missouri Coalition for Roadway Safety and its 10 regional coalitions played a major role in the defeat of this proposed legislation.

Missouri did pass a new booster seat law in 2006. The law requires children who have outgrown their child safety seat to be placed in a booster seat until they are at least 8 years old, 80 pounds, or 4’9” tall. The booster seat provides optimal protection in a crash for children in this range.

■ **Increase Enforcement on Targeted Crash Corridors**

Data is provided to state and local law enforcement agencies throughout Missouri identifying high crash corridors. Hazardous moving violation initiatives as well as work zone enforcement efforts are conducted by these agencies. In 2007, MoDOT’s Highway Safety Division funded 16,479 overtime hours that resulted in 211,377 contacts by law enforcement. There were 150,687 vehicle violations written as well as 754 felony arrests, 1,339 drug arrests, 37 vehicles recovered, and 2,280 fugitives apprehended.

During the work zone enforcement in 2007 there were 2,215 stops and 2,510 violations written in 1,983 hours of overtime. Speeding was the most frequent violation with 1,571 tickets written.



■ **Increase Public Education and Information on Traffic Safety Issues**

The establishment of a public information subcommittee under the Missouri Coalition for Roadway Safety was instrumental in the successful implementation of this strategy. The subcommittee developed an annual statewide media plan; identified ARRIVE ALIVE as the overarching message for the coalition's public information activities; developed a youth safety belt campaign entitled "Never Made It;" created a web site for coalition activities (saveMOlives.com); created a youth web site (saveMOyouth.com); and coordinated yearly statewide safety campaigns with the 10 regional safety coalitions.

■ **Expand the Installation of Shoulder, Edgeline, and Centerline Rumble Strips**

During the Smooth Roads Initiative in 2005 and 2006, approximately 1,500 miles of edgeline/shoulder rumble strips were installed on major roadways across the state. In addition, rumble strips were incorporated into MoDOT policy to ensure this safety enhancement is used in future roadway improvements. As part of the Better Roads, Brighter Future initiative, additional rumble strips will be installed.

■ **Expand, Improve, and Maintain Roadway Visibility Features (e.g., markings, signs, lighting, etc.)**

Enhancement of roadway visibility features was another key element of the Smooth Roads Initiative. Edgeline markings were widened from 4 inches to 6 inches; delineators were placed on guardrails, raised medians, concrete median

barriers, three-strand cable, and pedestrian islands; lettering was enlarged on approximately 2,500 signs on the most heavily traveled roadways; and lighting was added to selected interchanges and intersections.

■ **Expand Installation of Median Three-Strand Cable or Equivalent Barrier**

Over 500 miles of three-strand cable has been installed using a systems approach on major interstates in the state. Cable installation has reduced cross-median fatalities by 96 percent on interstates 70 and 44.

■ **Effectively Deter, Arrest, and Adjudicate Alcohol and Other Drug Impaired Drivers and Pedestrians**

During these critical years there have been additional sobriety checkpoints and impaired driving efforts across the state. These include expansion of the DRE (Drug Recognition Expert) training, updating officers on the 24-hour Standardized Field Sobriety Testing curriculum, conducting special impaired driving initiatives, and implementing quarterly impaired driving enforcement initiatives. More than 600 sobriety checkpoints have been conducted in the past three years.

■ **Expand Installation and Maintenance of Roadway Shoulders and Clear Zones**

The Better Roads, Brighter Future program brings 3,300 miles of our most heavily traveled roads up to good condition. Installation and maintenance of roadway shoulders and clear zones are an important component of this initiative. Four-foot shoulders are being added to many roadways throughout the state.

OUR EMPHASIS AND FOCUS AREAS

Five Emphasis Areas and 19 Focus Areas are addressed in the Blueprint in order to make the biggest reduction in roadway fatalities and injuries. These were identified through extensive data analysis and review of current research. (Data used to help determine these Emphasis and Focus Areas are located in Appendices A, B, and C.)

Emphasis Area I / Serious Crash Types

- **Focus Areas**
 - Run-Off-Road Crashes
 - Crashes Involving Horizontal Curves
 - Head-On Crashes
 - Collisions with Trees or Poles
 - Intersection Crashes (Signalized and Unsignalized)

Emphasis Area II / High-Risk Drivers and Occupants

- **Focus Areas**
 - Unrestrained Occupants
 - Crashes Involving Inattentive Drivers
 - Crashes Involving Aggressive Drivers
 - Crashes Involving Drivers Impaired by Alcohol and/or other Drugs
 - Crashes Involving Young Drivers (15 through 20 years of age)

- Crashes Involving Unlicensed, Revoked or Suspended Drivers
- Crashes Involving Older Drivers (65 years of age or older)

Emphasis Area III / Special Vehicles

- **Focus Areas**
 - Commercial Motor Vehicles
 - Motorcycles
 - School Buses / School Bus Signal

Emphasis Area IV / Vulnerable Roadway Users

- **Focus Areas**
 - Pedestrians
 - Bicyclists

Emphasis Area V / Special Roadway Environments

- **Focus Areas**
 - Work Zones
 - Highway/Rail Crossings



Our Key Emphasis Areas, Focus Areas and Strategies

In this section of the document, the Key Emphasis Areas and their corresponding Focus Areas and Strategies are discussed. Fatal and disabling injury crashes and fatal and disabling injuries data (2005-2007) are provided for each focus area. In addition, there is a short segment discussing the nature of the problem for each focus area. Strategies in the Education, Emergency Medical Services, Enforcement,

Engineering, and Public Policy/Other areas also are identified for each focus area.

(There is a listing of documents in Appendix D that contains additional strategies that may be used to address many of the Focus Areas. These documents are excellent resources and provide supplementary guidance for the prevention or reduction of crashes or injuries.)

EMPHASIS AREA I / SERIOUS CRASH TYPES

Several specific crash types result in numerous fatalities and disabling injuries each year. Based on data analysis, five serious crash types are of particular concern:

1. Run-Off-Road Crashes
2. Crashes involving Horizontal Curves
3. Head-On Crashes
4. Collisions with Trees or Poles
5. Intersection Crashes (Signalized and Unsignalized)

Collectively, these serious crash types resulted in 4,268 fatalities and 28,993 disabling injuries from 2005-2007.

Table 1 shows a three-year total for fatalities and disabling injuries by each of the serious crash types. As Table 1 indicates, run-off-road and horizontal curve crashes result in the most fatalities and disabling injuries. Crashes can involve more than one factor (e.g., horizontal curve, run-off-road, collision with tree); therefore, adding these numbers together will represent more than the total number of fatalities and disabling injuries.

Table 1
Fatalities and Disabling Injuries by Crash Type
2005 - 2007

Crash Type	Fatalities				Disabling Injuries			
	2005	2006	2007	3-Year Total	2005	2006	2007	3-Year Total
Run-Off-Road	594	494	447	1,535	3,557	3,349	3,338	10,244
Horizontal Curves	427	375	350	1,152	2,465	2,282	2,198	6,945
Head-On	253	154	164	571	964	778	774	2,516
Collisions with Trees or Poles	199	172	164	535	1,145	1,091	1,026	3,262
Intersection Crashes (Signalized and Unsignalized)	167	195	173	535	2,463	2,293	2,196	6,952

Run-Off-Road Crashes

The Problem

In Missouri, 46 percent of the fatalities and 42 percent of the disabling injuries in the state are attributed to vehicles leaving the roadway. Forty-three percent of fatal and disabling injury run-off-road crashes occurred on two-lane rural roads. When vehicles leave the roadway, the roadway environment (including ditches and fixed objects) impact the crash severity. The purpose of these strategies is to keep vehicles in their driving lane, provide an opportunity for the driver to recover if they leave their lane, and to reduce the crash severity.

Run-Off-Road Crashes				
	2005	2006	2007	Total
Fatal Crashes	544	455	419	1,418
Disabling Injury Crashes	2,875	2,714	2,733	8,322
Fatalities	594	494	447	1,535
Disabling Injuries	3,557	3,349	3,338	10,244

Strategies

Education

- Train and educate roadway users to safely recover after leaving the roadway

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of In Case of Emergency (ICE)

Engineering

- ⊙ Install centerline and shoulder rumble stripes where possible
- ⊙ Add and improve shoulders, where possible and cost effective
- ⊙ Eliminate edge drop-offs (maintain shoulders and install "safety edge" to provide better roadway recovery)
- ⊙ Expand and maintain roadway visibility features

Resource documents that contain additional strategies are located in Appendix D.

Crashes Involving Horizontal Curves

The Problem

A driver is three times more likely to be involved in a crash on a horizontal curve than on a straight stretch of roadway. In Missouri, 34 percent of all fatalities and 28 percent of all disabling injuries in the past three years occurred along horizontal curves. Fifty percent of the fatalities on horizontal curves occurred at night; 58 percent of the fatal and disabling injury crashes on horizontal curves involved single vehicles leaving the roadway and striking fixed objects or overturning.

Crashes Involving Horizontal Curves				
	2005	2006	2007	Total
Fatal Crashes	393	332	323	1,048
Disabling Injury Crashes	1,893	1,748	1,690	5,331
Fatalities	427	375	350	1,152
Disabling Injuries	2,465	2,282	2,198	6,945

Strategies

Education

- Train and educate roadway users to properly negotiate curves

Emergency Medical Services

- Develop a plan to expand the awareness and use of ICE

Enforcement

- ⊙ Support targeted enforcement on high-incident corridors

Engineering

- ⊙ Install centerline and shoulder rumble stripes and transverse rumble strips where possible
- ⊙ Upgrade and improve shoulder treatment (pave shoulders and eliminate edge drop-offs)
- ⊙ Expand and maintain roadway visibility features (signing such as curve signs and pavement markings such as optical speed bars)
- Improve roadway structure (increase pavement friction)

Resource documents that contain additional strategies are located in Appendix D.

Head-On Crashes

The Problem

Seventeen percent of Missouri's fatalities and 10 percent of the disabling injuries are attributed to head-on crashes. These crashes occur when vehicles leave their driving lanes and cross over into oncoming traffic, exposing them to head-on type collisions. The purpose of the strategies listed below is to keep vehicles in their driving lane and mitigate crash severity.

Head-On Crashes				
	2005	2006	2007	Total
Fatal Crashes	189	120	138	447
Disabling Injury Crashes	467	419	419	1,305
Fatalities	253	154	164	571
Disabling Injuries	964	778	774	2,516

Strategies

Education

- Train and educate roadway users on passing zone markings and lanes

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Enforcement

- Strictly enforce vehicle passing regulations

Engineering

- ⦿ Install centerline rumble stripes where possible
 - Install median three-strand cable or equivalent barrier
 - Install, as appropriate, "No Passing Zone" signs
 - Establish, as appropriate, passing lanes on rural two-lane roads

Public Policy / Other

- Amend RSMo 304.016 to make crossing a solid yellow center stripe to pass, a traffic violation

Resource documents that contain additional strategies are located in Appendix D.

Collisions with Trees or Poles

The Problem

When vehicles leave the roadway, they often strike an object. Two of the objects they strike most frequently are trees and utility poles. Collisions involving a tree or utility pole account for 16 percent of fatalities and 13 percent of disabling injuries. The strategies listed below reduce the chance of an errant vehicle impacting a tree or utility pole and mitigate crash severity.

Collisions with Trees or Poles				
	2005	2006	2007	Total
Fatal Crashes	183	163	156	502
Disabling Injury Crashes	949	880	847	2,676
Fatalities*	199	172	164	535
Disabling Injuries*	1,145	1,091	1,026	3,262

**Fatalities and disabling injuries are only those people killed or seriously injured when colliding with trees or utility poles.*

Strategies

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Engineering

- ⦿ As appropriate, remove trees, relocate utility poles or provide underground utilities
- ⦿ Shield motorists from trees, utility poles, or other fixed objects as suitable
- ⦿ As appropriate, provide adequate clear zones (consider clearing or shielding fixed objects beyond clear zones)
 - Provide utility pole delineation (e.g. reflectors) as appropriate

Resource documents that contain additional strategies are located in Appendix D.

Intersection Crashes

Signalized and Unsignalized Intersections

The Problem

In Missouri, intersection crashes account for 16 percent of the fatalities and 28 percent of the disabling injuries. Severe crashes at signalized intersections usually are a result of non-compliance with the traffic signal. Severe crashes at unsignalized intersections occur when one or more of the vehicles are traveling at a high rate of speed upon impact. Potential causes of crashes may be inattention, sight distance issues, poor visibility and gap judgment, disregard for traffic control devices, excessive speed, and non-compliance with traffic control devices. Low-cost safety improvements can help improve intersection safety. When there is new construction or major reconstruction, innovative engineering designs should be considered.

Strategies

Education

- Educate roadway users on intersection traffic controls (permissive left turn movement with traffic signals)

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Enforcement

- Increase enforcement of intersection violations (red light running, regulatory signs)

Engineering

- ① Improve intersection awareness
 - Install stop-approach rumble strips
 - Improve signage and intersection visibility
 - Improve sight distance
 - Install dynamic flashing beacons
 - Install or enhance intersection lighting
- ① Implement innovative engineering designs
 - Install roundabouts
 - Install J-turns
 - Add offset turn lanes
 - Use traffic calming strategies (narrowing lanes, etc.)

Intersection Crashes

	2005	2006	2007	Total
Fatal Crashes	152	175	154	481
Disabling Injury Crashes	1,791	1,695	1,589	5,075
Fatalities	167	195	173	535
Disabling Injuries	2,463	2,293	2,196	6,952

- Modify signal phasing and timing
 - Protect left-turn movement
 - Provide adequate clearance times (ITE guidelines)
 - Provide dilemma zone protection
- Upgrade signal identification to assist officers in enforcing red-light violations
- Remove unwarranted signals
- Use proper planning and design of access to public roadways
 - Access management planning

Public Policy / Other

- Enact legislation and/or local ordinances to authorize the installation and operation of red-light running cameras

Resource documents that contain additional strategies are located in Appendix D.



EMPHASIS AREA II / HIGH-RISK DRIVERS AND OCCUPANTS

Extensive data analysis identified several categories involving high-risk drivers and occupants that are posing significant problems:

1. Unrestrained Occupants
2. Crashes Involving Inattentive Drivers
3. Crashes Involving Aggressive Drivers
4. Crashes Involving Drivers Impaired by Alcohol and/or Other Drugs
5. Crashes Involving Young Drivers – 15 through 20 years old
6. Crashes Involving Unlicensed, Revoked, or Suspended Drivers
7. Crashes Involving Older Drivers – 65 Years or Older

Table 2 shows a three-year total for roadway deaths and disabling injuries resulting from crashes involving high-risk drivers and vehicle occupants. Crashes can involve more than one factor (e.g., speeding, impaired by alcohol and/or other drugs); therefore, adding these numbers together will represent more than the total number of fatalities and disabling injuries.

Table 2

Fatalities and Disabling Injuries by High-Risk Drivers and Occupants

2005 - 2007

Crash Type	Fatalities				Disabling Injuries			
	2005	2006	2007	3-Year Total	2005	2006	2007	3-Year Total
Unrestrained Occupants	621	576	478	1,675	2,533	2,400	2,116	7,049
Inattentive Drivers Involved	313	262	247	822	2,281	2,187	2,123	6,591
Aggressive Drivers Involved*	565	508	446	1,519	3,366	3,293	3,210	9,869
Involving Drivers Impaired by Alcohol and/or Other Drugs	289	288	257	834	1,406	1,360	1,324	4,090
Involving Young Drivers - 15-20 years of age	262	245	180	687	2,435	2,251	1,945	6,631
Involving Unlicensed, Revoked, or Suspended Drivers	185	166	138	489	935	917	900	2,752
Involving Older Drivers - 65 or Older	201	177	165	543	1,167	1,024	995	3,186

*Includes speeding, driving too fast for conditions and following too close (FTC).



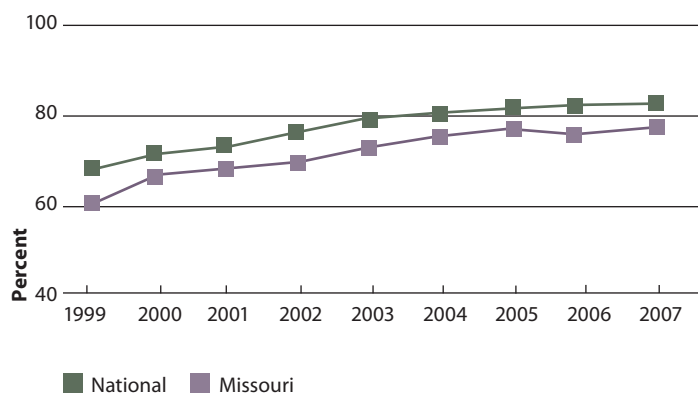
Unrestrained Occupants

The Problem

One of the best means of defense in a crash is to be protected by a safety belt or child restraint. If properly restrained by a safety belt, the chance of surviving an automobile crash increases by 45 percent and the chance of surviving a light truck crash increases by 60 percent. You're 20 times more likely to die in a crash if not buckled up.

Although Missouri has had a steady increase in safety belt use since 1999 when observational survey data was first collected, the state has consistently lagged below the national average – anywhere from five to seven percentage points.

**Safety Belt Usage Rates
Missouri Compared to National**



Occupant restraint usage rates are obtained annually by conducting observational surveys for four key target groups. These surveys include a statewide safety belt use survey, teen safety belt use survey, child safety seat use survey, and commercial motor vehicle safety belt use survey. Safety belt use rates by pickup truck drivers (collected in statewide survey) and teens are both lower than the statewide rate of 77 percent and are of particular concern.

Unrestrained Occupants

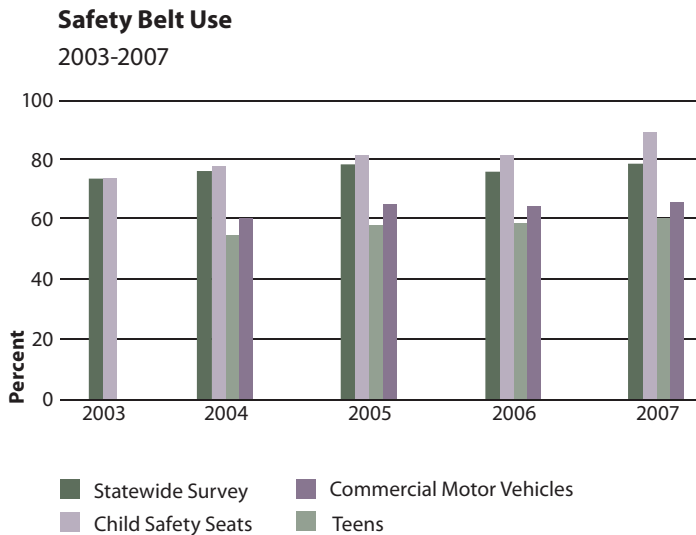
	2005	2006	2007	Total
Fatal Crashes*	594	539	467	1,600
Disabling Injury Crashes*	1,993	1,840	1,693	5,526
Fatalities	621	576	478	1,675
Disabling Injuries	2,533	2,400	2,116	7,049

*Fatal and disabling injury crashes involved at least one vehicle occupant who was killed or seriously injured without their seatbelt.

The following are the results of the 2007 observational surveys:

- 77% Statewide Safety Belt Use Rate (drivers and out-board front seat passengers)
- 88% Child Safety Seat Use Rate
- 61% Teen Safety Belt Use Rate (drivers and out-board front seat passengers)
- 67% Commercial Motor Vehicle Drivers Safety Belt Use Rate

The chart below shows the 2003-2007 observational safety belt use rates for the various surveys. The statewide safety belt use rate has remained essentially unchanged over the past five years.



Although safety belt use rates have climbed slowly over the years, nearly 70 percent of people who die in Missouri crashes are still not wearing a safety belt. The number is even higher for teens. Of the teen vehicle occupants who died in crashes between 2005-2007, 80 percent were not wearing safety belts.

Strategies

Education

- Educate law enforcement that under the Graduated Driver License (GDL) statute, the seat belt requirement can be enforced as a primary violation
- Educate GDL recipients about the mandatory safety belt use component of the law
- Educate parents, caregivers, and grandparents about proper selection and installation of child safety seats and booster seats
- Continue to expand public information and education campaigns to educate the general public and target groups (pickup truck and teen occupants) about the importance of occupant protection
- Expand numbers of child safety seat fitting stations and certified Child Passenger Safety Technicians

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Enforcement

- Aggressively enforce the primary use occupant protection component of the GDL Law
- Aggressively enforce the primary child safety seat law
- Aggressively enforce secondary occupant protection law
- Increase emphasis on special occupant protection mobilizations that include public information campaigns and Selective Traffic Enforcement Programs (STEP)

Engineering

- Increase use of changeable message boards and signs that encourage restraint use

Public Policy / Other

- Enact a primary safety belt law

Resource documents that contain additional strategies are located in Appendix D.



Crashes Involving Inattentive Drivers

The Problem

Driver inattention is perhaps the most challenging highway traffic safety issue today. Driving a motor vehicle requires complex divided attention skills – drivers must be keenly aware of changes occurring in the environment outside the vehicle such as monitoring speed, keeping the vehicle in the appropriate lane, scanning for objects on the roadway, scrutinizing other traffic, watching for signs and markers.

Drivers must also remain aware of things happening within the vehicle and possibly even to the vehicle. Unfortunately there are far too many diversions to disrupt a driver's concentration including eating, smoking, other passengers, or activities and objects outside the vehicle. Even talking can distract the driver's attention. Then there are the high-tech distractions such as cell phones, text messaging, internet services, navigation devices, and sophisticated entertainment centers. Any distraction – whether basic or high-tech – degrades driving performance and increases the risk for a crash.

Drowsy driving is also a distraction because it impairs performance and can ultimately lead to falling asleep at the wheel. Critical aspects of driving impairment associated with drowsiness are reaction time, vigilance, attention, and information processing. It's nearly impossible to determine with certainty the cause of a fatal crash where drowsy driving is suspected, but typically these crashes have the following characteristics: occurred during late night/early morning or mid-afternoon hours; was a single-vehicle crash; the driver was alone in the vehicle; the crash occurred on a high-speed road; the driver did not attempt to avoid the crash (lack of skid marks or evasive maneuvers); and the crash resulted in serious injuries.

Three population groups have been identified at greatest risk for drowsy driving:

1. young drivers (16 to 29), especially males;
2. shift workers whose sleep is disrupted by working at night or working long or irregular hours; and
3. people with untreated sleep disorders.

Crashes Involving Inattentive Drivers

	2005	2006	2007	Total
Fatal Crashes*	283	232	223	738
Disabling Injury Crashes*	1,744	1,719	1,623	5,086
Fatalities	313	262	247	822
Disabling Injuries	2,281	2,187	2,123	6,591

*Fatal and disabling injury crashes involve at least one inattentive driver.

Strategies

Education

- 🎯 Continue to expand public information campaigns to educate the general public on the dangers of inattentive driving
 - Develop and/or implement corporate programs (with emphasis on businesses with multiple shifts or whose workers are required to drive or operate machinery)
 - Develop and promote public and corporate policies regulating the use of cell phones and other electronic devices while driving

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Engineering

- 🎯 Install shoulder and centerline rumble stripes
 - Expand available parking in rest areas

Public Policy / Other

- 🎯 Enact legislation to restrict the use of hand-held cell phones while driving

Resource documents that contain additional strategies are located in Appendix D.





Crashes Involving Aggressive Drivers

(Speeding; driving too fast for conditions; following too close)

The Problem

Aggressive driving is recognized as driving in a selfish, pushy, or impatient manner – often unsafely – that directly affects other drivers. Aggressive drivers often commit one or more of the following hazardous moving violations: speeding, driving too fast for conditions, and following too close. The combination of these violations contributed to 45 percent of the fatalities and 40 percent of the disabling injuries in Missouri.

Strategies

Education

- 🎯 Educate the public on the dangers of aggressive driving and the rules of the road

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Enforcement

- 🎯 Enhance targeted corridor efforts and Selective Traffic Enforcement Programs (STEP)

Engineering

- Expand the use of speed monitoring and changeable message signs

- Minimize impact to motorists due to work zones

Public Policy / Other

- 🎯 Support legislation that would allow photo enforcement of red-light violations

Resource documents that contain additional strategies are located in Appendix D.

Crashes Involving Aggressive Drivers

(Speeding; driving too fast for conditions; following too close)

	2005	2006	2007	Total
Fatal Crashes*	463	408	381	1,252
Disabling Injury Crashes*	2,409	2,291	2,288	6,988
Fatalities	565	508	446	1,519
Disabling Injuries	3,366	3,293	3,210	9,869

**Fatal and disabling injury crashes involve at least one aggressive driver.*

Crashes Involving Drivers Impaired by Alcohol and/or Other Drugs

The Problem

Despite all the attention, resources, and public policies that have been directed toward removing impaired drivers from the roads, alcohol or other drugs contribute to about a fourth of Missouri's fatal traffic crashes annually. A common misconception is that impaired drivers usually kill or hurt only themselves, but a substantial number of people in these crashes were innocent victims; 38 percent of the fatalities and 40 percent of the disabling injuries occurred to some other party involved in the crash – not the impaired driver or pedestrian.

Crashes Involving Drivers Impaired by Alcohol and/or Other Drugs				
	2005	2006	2007	Total
Fatal Crashes	266	256	237	759
Disabling Injury Crashes	1,040	996	990	3,026
Fatalities	289	288	257	834
Disabling Injuries	1,406	1,360	1,324	4,090

Strategies

Education

- Continue to educate the general public, business owners, and alcohol servers on the dangers of impaired driving
- Develop and implement a statewide alcohol education and enforcement program
- Educate hospital/EMS personnel in current state law relating to impaired driving blood draws
- Educate judicial community about expungement rules and regulations

Emergency Medical Services

- Develop a standard protocol for Emergency Medical Services personnel to conduct on-scene blood draws as requested by law enforcement

Enforcement

- Encourage multi-agency initiatives and task forces to identify target locations, times, etc. for enforcement efforts
- Develop and implement a statewide alcohol education and enforcement program



- Expand use of breath alcohol ignition interlock devices
- Increase the number of Drug Recognition Examiners (DREs) and Expand the Drug Evaluation and Classification (DEC) programs
- Increase the number of sobriety checkpoints
- Encourage increased participation by law enforcement partners in DWI enforcement and specialized mobilization efforts
- Streamline the paperwork for the arresting officer to process a DWI

Public Policy / Other

- ⊙ Maintain and enhance impaired driving laws
 - Increase conviction rates on original charge
- ⊙ Encourage passage of legislation to allow use of oral fluid (saliva) testing for drug impairment
- ⊙ Enact legislation requiring ignition interlocks for first-time offenders
- ⊙ Encourage enactment of local impaired driving ordinances (e.g. open containers, curfew, prohibit minors in bars)
 - Clean up statutory language so that a petition for expungement of records cannot be filed by a repeat offender if they have pending alcohol-related driving charges or actions at the time of filing.

Resource documents that contain additional strategies are located in Appendix D.

Crashes Involving Young Drivers / 15 through 20 years old

The Problem

Young drivers are substantially overrepresented in traffic crashes both nationwide and in Missouri. Although comprising only 10 percent of Missouri's licensed drivers, they are involved in over 24 percent of the fatal and disabling injury crashes.

Several factors work together to make these early driving years so deadly: inexperience; risky behavior (speeding, inattention, failing to wear seat belts); and greater risk exposure (teen passengers, alcohol use).

Missouri's young drivers represent a large percentage of fatalities in several crash and high-risk driver categories: horizontal curve; run-off road; non safety belt use; speed exceeded limit; too fast for conditions; and collisions with trees and/or utility poles.

Crashes Involving Young Drivers – 15 through 20 years old				
	2005	2006	2007	Total
Fatal Crashes*	226	207	162	595
Disabling Injury Crashes*	1,695	1,598	1,373	4,666
Fatalities	262	245	180	687
Disabling Injuries	2,435	2,251	1,945	6,631

*Fatal and disabling injury crashes involved at least one driver 15-20 years of age.

Strategies

Education

- Expand the availability of novice driver education programs (classes, web-based, etc.)
- Educate young and novice drivers on all aspects of driving safety and rules of the road
- Educate parents on the importance of purchasing safety-enhanced vehicles for their young drivers
- Expand in-vehicle monitoring programs

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Enforcement

- Strict enforcement of GDL law (e.g., curfew, safety belt, passenger restrictions)
- Expand enforcement targeting young drivers

Public Policy / Other

- 🎯 Enhance GDL law components (passenger restrictions, stricter curfews, increased supervised driving hours, restricted cell phone use and texting while driving)

Resource documents that contain additional strategies are located in Appendix D.



Crashes Involving Unlicensed, Revoked, or Suspended Drivers

The Problem

National estimates indicate that 75 percent of suspended/revoked drivers continue to drive. An especially disturbing fact is that one out of five fatal crashes involves at least one driver who is not properly licensed. National studies also indicate that in 35 percent of fatal crashes, the driver who was not properly licensed was judged at fault.

In Missouri over the last 3-year period, 14 percent of fatal crashes involved drivers who were unlicensed, revoked or suspended.

Strategies

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Enforcement

- Conduct safety checkpoints in high-risk areas

Public Policy / Other

- Develop a consensus for legislation to identify and/or restrict the suspended or revoked driver (e.g., impound vehicle or license plate; increase sanctions)
- Allow only one renewal of a motorcycle permit

Resource documents that contain additional strategies are located in Appendix D.

Crashes Involving Unlicensed, Revoked, or Suspended Drivers				
	2005	2006	2007	Total
Fatal Crashes*	158	149	123	430
Disabling Injury Crashes*	669	659	679	2,007
Fatalities	185	166	138	489
Disabling Injuries	935	917	900	2,752

*Fatal and disabling injury crashes involved at least one unlicensed, revoked or suspended driver.



Crashes Involving Older Drivers – 65 Years or Older

The Problem

Older drivers are the fastest-growing segment of the population. Not only are there more older drivers, but they also drive more miles per year than previous generations and will drive at older ages. Many older adults rely heavily on their own vehicle for transportation because they have moved from urban areas and no longer have access to public transportation systems. It is critical that we, as a society, enable older drivers to retain safe driving mobility for themselves, their passengers, and other roadway users.

Older drivers have low crash rates per capita. But when exposure (amount of driving) is taken into account, older drivers have higher crash rates than any other group except for teens. Although older drivers speed less frequently and do not drive as aggressively as younger drivers, they do commit other unsafe behaviors – they tend to drive slower than other traffic and are often unable to accurately judge the speed of other vehicles.

There are specific physiological concerns connected with aging that have a direct correlation to driving: diminished hearing, muscle tone, reaction time, and vision (especially at night); increased fragility (the same crash force produces more serious injuries that take longer to heal); and increased medications that may affect driving. One of the most deadly types of crash, side impact, occurs more characteristically with older drivers.

Crashes Involving Older Drivers – 65 Years or Older

	2005	2006	2007	Total
Fatal Crashes*	175	154	147	476
Disabling Injury Crashes*	805	731	733	2,269
Fatalities	201	177	165	543
Disabling Injuries	1,167	1,024	995	3,186

*Fatal and disabling injury crashes involved at least one driver 65 years of age or older.

Strategies

Education

- Educate older drivers and their family/friends about the risks associated with certain prescription drugs and physical conditions
- Educate health care professionals, law enforcement, driver examiners and family members about Missouri's laws regarding the medical review process
- Educate communities and legislators on the importance of providing more extensive, convenient public transportation (OATS) for the elderly in rural areas
- Educate older drivers and their family/friends about driving assessment tools (e.g. American Automobile Association Roadwise Review)

Emergency Medical Services

- Develop and implement a plan to expand the awareness and use of ICE

Engineering

- 🎯 Expand and maintain roadway visibility features

Public Policy / Other

- Provide older drivers with self-assessment driving tools
- Investigate enhanced driver's license testing procedures
- Implement a program to screen older drivers for vision problems with special emphasis on cataract screening
- Expand base of partners to include healthcare professionals, law enforcement agencies, and senior advocacy groups
- Establish an Older Road User Subcommittee under the Missouri Coalition for Roadway Safety

Resource documents that contain additional strategies are located in Appendix D.

EMPHASIS AREA III / SPECIAL VEHICLES

Three types of vehicles are of special interest in the Blueprint. Crashes involving these vehicles often pose increased risk of fatal or serious injuries and receive elevated media attention:

- 1. Commercial Motor Vehicles
- 2. Motorcycles
- 3. School Buses / School Bus Signal

A three-year total of fatalities and disabling injuries by special vehicle is located in Table 3.

Table 3
Fatalities and Disabling Injuries by Special Vehicle*
2005 - 2007

Crash Type	Fatalities				Disabling Injuries			
	2005	2006	2007	3-Year Total	2005	2006	2007	3-Year Total
Commercial Motor Vehicles **	205	181	168	554	740	673	682	2,095
Motorcyclists	88	93	91	272	588	686	715	1,989
School Buses/School Bus Signal	4	3	5	12	82	29	31	142

**Fatalities and disabling injuries for commercial vehicles include everyone killed or seriously injured in crashes involving at least one commercial vehicle.*
**Fatalities and disabling injuries for motorcycles include drivers and passengers of motorcycles*

**Fatalities and disabling injuries for school buses/school bus signal include everyone killed or seriously injured in crashes involving a school bus or bus signal.*
***Commercial Motor Vehicles include trucks having a gross vehicle weight rating of 10,001 pounds or more, buses having occupant capacity of nine or more, and vehicles displaying hazardous material placards.*



Crashes Involving Commercial Motor Vehicles and/or Other Vehicles Requiring a Commercial Driver's License

The Problem

The number of commercial motor vehicles (CMVs) is increasing on our nation's roadways. Estimates indicate that 32 percent of all traffic on Missouri interstates is commercial motor vehicles. For the 3-year period identified, 0.8 percent of all Missouri traffic crashes involved a CMV. Of all fatal traffic crashes, 15 percent involved a CMV. Safety belt use among CMV drivers is 65 percent and continues to rank far below the state safety belt use rate of 77 percent.

Strategies

Education

- Educate roadway users, motor carriers and the agriculture community on commercial vehicle performance, visibility and regulations
- Incorporate Share the Road slogan in press releases and promotional events
- Increase the use of changeable message boards to promote CMV safety messages to motorists
- Expand CMV educational programs and events including:
 - NoZone
 - Truckers Buddy
 - National Truck Driver Appreciation Week
 - Operation Safe Driver
- Develop awareness program to increase belt usage among CMV drivers
- Partner with U.S. Department of Labor on their driver training programs

- Implement a comprehensive mechanic inspection procedure outreach
- Implement drug consortium outreach

Emergency Medical Services

- Enhance incident management training for local responders (approaching and safely handling a CMV crash)

Enforcement

- Participate in Operation Safe Driver, Targeting Aggressive Cars and Trucks, and Roadcheck Program
- 🎯 Identify high-crash corridors on both rural and urban roadways and initiate enforcement intervention
- Continue the migration of the Comprehensive Safety Analysis (CSA) 2010 initiative
- Maintain the motor coach inspection program with MSHP, Kansas City PD, St. Louis City and MoDOT Motor Carrier Services
- Maintain the new entrant audit program
- Expand hours of operation at fixed scale locations on high-crash corridor routes

Engineering

- Initiate appropriate engineering interventions on high-crash corridors

Public Policy / Other

- Explore "leveraging dollars for technology"

Resource documents that contain additional strategies are located in Appendix D.



Crashes Involving Commercial Motor Vehicles and/or Other Vehicles Requiring a Commercial Driver's License

Total				
	2005	2006	2007	Total
Fatal Crashes	173	142	146	461
Disabling Injury Crashes	541	498	514	1,553
Fatalities	205	181	168	554
Disabling Injuries	740	673	682	2,095

Bus (16 Or More With Driver)				
	2005	2006	2007	Total
Fatal Crashes	4	5	1	10
Disabling Injury Crashes	14	15	8	37
Fatalities	9	6	1	16
Disabling Injuries	26	24	8	58

GVWR >=10,000 Pounds				
	2005	2006	2007	Total
Fatal Crashes	167	138	141	446
Disabling Injury Crashes	525	469	496	1,490
Fatalities	194	177	161	532
Disabling Injuries	711	626	658	1,995

Small Bus (9-15 With Driver)				
	2005	2006	2007	Total
Fatal Crashes	2	0	3	5
Disabling Injury Crashes	5	12	9	26
Fatalities	2	0	5	7
Disabling Injuries	15	22	15	52

Vehicles With Hazardous Material Placards				
	2005	2006	2007	Total
Fatal Crashes	1	2	6	9
Disabling Injury Crashes	7	8	7	22
Fatalities	1	2	8	11
Disabling Injuries	8	9	10	27

Note

Commercial motor vehicles include trucks having a Gross Vehicle Weight Rating of 10,001 pounds or more, buses having occupant capacity of nine or more (does not include school buses), and vehicles displaying hazardous material placards.

Crashes can involve more than one factor (e.g., bus, gross weight >=10,000 pounds, hazardous material placard); therefore, adding these numbers together will represent more than the total number of fatal and disabling injury crashes and the total number of fatalities and disabling injuries.



Motorcyclists

The Problem

While Missouri's overall traffic fatalities have decreased between 2005 and 2007, motorcycle fatalities have increased by 3.3 percent during the same period. Several factors, including rising fuel costs and increasing popularity, have contributed to a 10 percent increase in motorcycle registrations in 2006 over 2005. In 2006, 93 motorcyclists died in crashes - the highest number of Missouri deaths on record.

Nationally, 41 percent of motorcycle operators who died in single-vehicle crashes in 2006 had BAC levels of .08 g/dL or higher. Both nationally and in Missouri, riders over age 40 are overrepresented in motorcycle fatalities.

	2005	2006	2007	Total
Fatalities	88	93	91	272
Disabling Injuries	588	686	715	1,989

Strategies

The most important objectives for improving motorcycle safety are to increase helmet use, reduce alcohol impairment, and increase proper licensing and training.

Education

- Expand motorcycle safety training throughout the state
- 🎯 Expand public information and education programs to educate roadway users on motorcycle performance, visibility, vulnerability, etc.

- 🎯 Increase public information and education programs designed to discourage riding under the influence of alcohol and other drugs
- 🎯 Conduct public information and education programs educating motorcyclists on the importance of wearing all personal protective gear
 - Educate law enforcement officers on the identification of illegal helmets and the importance of enforcing Missouri's helmet law

Emergency Medical Services

- Provide in-service training to EMS personnel on accident scene management specific to motorcycle crashes

Enforcement

- Aggressively enforce Missouri's all-rider helmet law including issuing citations for illegal helmets

Engineering

- Consider the impact to motorcyclists in roadway planning, design and maintenance

Public Policy / Other

- 🎯 Enhance and maintain the penalties of Missouri's all-rider helmet law
 - Allow only one renewal of a motorcycle permit
- Resource documents that contain additional strategies are located in Appendix D.*

Crashes involving School Buses/School Bus Signals

The Problem

School buses are nearly eight times safer than passenger vehicles. But when a crash occurs involving a school bus, it attracts a great deal of media attention. Of the 12 persons killed between 2005 to 2007 in crashes involving school buses, only two were actual occupants of a school bus, one was a pedestrian, and the remaining nine were occupants of another vehicle involved.

The National Highway Traffic Safety Administration indicates that most of the children killed in crashes involving school buses are in the age range of five to seven years. They are hit in the danger zone (the area within 10 feet in all directions around the bus), either by a passing vehicle or by the school bus itself. These young children are most likely to be hit because they hurry to get on or off the bus, act before they think and have little experience with traffic, assume motorists will see them and will wait for them to cross, don't always stay within the bus driver's sight, or drop something as they get off the bus and run into the path of the bus to pick it up.

Crashes involving a school bus are often the result of other drivers driving too fast for conditions, failing to pay attention, or violating the bus stop arm.

Crashes involving School Buses/School Bus Signals

	2005	2006	2007	Total
Fatal Crashes*	3	3	5	11
Disabling Injury Crashes*	24	16	24	64
Fatalities	4	3	5	12
Disabling Injuries	82	29	31	142

*Fatal and disabling injury crashes involved either a school bus or bus signal

Strategies

Education

- Educate roadway users about school bus laws and regulations
- Educate school bus drivers and riders about school bus safety

Enforcement

- Enforce stop arm and signal violations

Public Policy / Other

- Implement passenger restraint systems, as appropriate

Resource documents that contain additional strategies are located in Appendix D.



Many Missourians rely on non-motorized transportation options such as walking and bicycling. While both forms of transportation have the potential to provide physical and health benefits, they also have the potential for serious or fatal injuries if involved in a crash with a motor vehicle.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety. The motoring public also has a responsibility to share the road in a safe and courteous manner with these vulnerable road users.

As expected, when a pedestrian or bicyclist is involved in a traffic crash, their potential for harm is much greater. In fact, 93 percent of the pedestrian-involved crashes and 81 percent of the bicycle-involved crashes result in injury or death to the following vulnerable users:

- 1. Pedestrians
- 2. Bicyclists

Table 4 displays a three-year total of fatalities and disabling injuries involving vulnerable road users.

Table 4
Fatalities and Disabling Injuries involving Vulnerable Roadway Users
2005 - 2007

Crash Type	Fatalities				Disabling Injuries			
	2005	2006	2007	3-Year Total	2005	2006	2007	3-Year Total
Pedestrians	92	78	79	249	328	319	306	953
Bicyclists	8	7	9	24	83	88	71	242



Pedestrians

The Problem

Walking has experienced resurgence as an alternative mode of transportation due, in no small part, to the positive health benefits. Communities are looking at ways to develop walkable environments that are appealing to residents.

Fortunately, crashes involving pedestrians do not occur in large numbers in Missouri. In the 3-year period addressed herein, they comprised less than one percent of all crashes. When a pedestrian is involved in a crash with a motor vehicle, however, the potential for harm is extremely high.

When evaluating pedestrian crashes in Missouri, it is important to know how a “pedestrian” is identified. The general perception of a pedestrian is an individual who has chosen walking as their preferred mode of transportation. However, anyone who intentionally exits their vehicle and then gets hit by another vehicle would be classified as a pedestrian.

Pedestrians				
	2005	2006	2007	Total
Fatalities	92	78	79	249
Disabling Injuries	328	319	306	953

Strategies

Education

- Implement an awareness campaign emphasizing the risks to pedestrians on high volume/speed roadways resulting from disabled vehicles, motorist assists, crossing multi-lanes, law enforcement stops, etc.
- Increase pedestrian safety education programs in schools

Enforcement

- Encourage strict enforcement of speed limits in school zones and in areas frequented by pedestrians
- Increase enforcement of the “Move Over” law

Engineering

- 🎯 Improve lighting in selected urban locations
- 🎯 Improve pedestrian signs and road markings
- 🎯 Enhance intersection and roadway design to be more pedestrian friendly
 - Reduce pedestrian risks at street crossing locations
 - Provide sidewalks and walkways separate from motor vehicle traffic
 - Improve awareness of, and visibility between, motor vehicles and pedestrians

Public Policy / Other

- Incorporate language into the Missouri Driver’s Guide to address the safest way to manage the situation when a vehicle is disabled
- Continue to develop and implement the Safe Routes to School Program

Resource documents that contain additional strategies are located in Appendix D.

Bicyclists

The Problem

Bicyclists are involved in a relatively small portion of Missouri crashes. In fact, for the 3-year period identified, only 0.4 percent of crashes involved bicycles. Of main concern, however, is that 21 percent of the bicycle fatalities were children under 15. The majority of the crashes occur during the months that are conducive to riding – April through September. It is also important to note, when developing strategies, that 83 percent of the bicyclists involved in crashes were male.

Bicyclists				
	2005	2006	2007	Total
Fatalities	8	7	9	24
Disabling Injuries	83	88	71	242

Strategies

Education

- Increase bicycle safety educational programs in the elementary schools
 - Design and implement educational interventions to reduce deaths and disabling injuries by increasing the use of bicycle helmets
 - Encourage adults and teens to serve as role models for younger children by wearing helmets whenever they ride
 - Encourage communities to conduct bicycle safety rodeos/events for children

Enforcement

- Increase enforcement of bicycle laws

Engineering

- Apply signage and pavement markings for bicycle routes and lanes as needed

Public Policy / Other

- Encourage the adoption and enforcement of school policies requiring students to wear a helmet when they bike to school
- Encourage communities to enact local mandatory bicycle helmet use ordinances
- Increase bicycle helmet distribution programs, especially for low-income children
- Continue to develop and implement the Safe Routes to School Program

Resources that contain additional strategies are located in Appendix D.

EMPHASIS AREA V / SPECIAL ROADWAY ENVIRONMENTS

Roadway areas that require special attention are work zones and highway/rail crossings. Although the number of fatalities and disabling injuries is low in comparison to other emphasis areas, the potential for great harm in either of these settings is extremely high.

In fact, in general, crashes at highway/rail crossings more often result in fatalities than in disabling injuries:

1. Work Zone
2. Highway/Rail Crossings

Table 5

Fatalities and Disabling Injuries by Special Roadway Environment

2005 - 2007

Crash Type	Fatalities				Disabling Injuries			
	2005	2006	2007	3-Year Total	2005	2006	2007	3-Year Total
Work Zone	15	19	5	39	108	104	94	306
Highway/Rail Crossings	16	5	8	29	8	9	12	29

Crashes Involving Work Zones

The Problem

The ramifications of crashes in work zones are devastating and far-reaching. Often not only are the motorists affected, but workers are as well. Construction, maintenance, and utility workers are particularly vulnerable to many driver behavior issues (impairment, inattention, speed) due to their proximity to traffic. There was a significant decrease in motorist work zone fatalities in 2007 from 21 to 9. Additional worker training and strong public information campaigns have contributed to the reduction.

Strategies

Education

- Increase work zone safety training for contractors, engineers, maintenance personnel, and law enforcement
- 🎯 Conduct public information and education campaigns regarding safe driving in work zones

Enforcement

- Support targeted enforcement of aggressive and impaired driving in work zones through Missouri State Highway Patrol's Operation Protect and other local law enforcement efforts
- Increase use of "Your Speed Is" speed trailers and similar signing to support speed enforcement

Engineering

- Improve visibility of signs, pavement marking, channelizers, and other temporary traffic control items
- Expand work zone reviews by Coalition safety partners

Crashes involving Work Zones

	2005	2006	2007	Total
Fatal Crashes	15	16	4	35
Disabling Injury Crashes	82	84	74	240
Fatalities	15	19	5	39
Disabling Injuries	108	104	94	306

- Encourage Coalition safety partners to report any unsafe work zone situations to regional or statewide work zone coordinators

Public Policy / Other

- 🎯 Pass legislation to allow automated photo speed enforcement in work zones
- Partner with private companies and organizations (e.g., American Traffic Safety Services Association, Associated General Contractors) to promote safety in work zones
- Develop and incorporate safe-driving-in-and-around-work-zones language into Missouri driver's guide
- Encourage driver education and driver-improvement program instructors to address work zone safety

Resources that contain additional strategies are located in Appendix D.



Crashes Involving Highway/Rail Crossings

The Problem

Crashes between trains and vehicles are especially violent in that you are 20 times more likely to be killed in a train/vehicle crash than in a vehicle/vehicle crash. Another serious problem with train/vehicle crashes is that more than 50 percent of them occur at crossings that already have some sort of active warning device (lights, gates or both). Although Missouri does show somewhat consistent lowering of train/vehicle crashes over the last decade, the fact that nearly half occur at “active” crossings remains constant.

Strategies

Education

- Promote Operation Lifesaver “Look, Listen and Live” message with special emphasis on reaching driver education instructors, commercial motor vehicle drivers, and young drivers

Emergency Medical Services

- Educate EMS and fire personnel on the particular challenges of train/vehicle crashes and train derailments

Enforcement

- Aggressively enforce laws against driving around lowered gates
- Aggressively enforce laws against commercial motor vehicle drivers pulling onto railroad tracks without sufficient space to clear the tracks
- Encourage use of red-light cameras at railroad crossings

Crashes Involving Highway/Rail Crossings

	2005	2006	2007	Total
Fatal Crashes	12	4	6	22
Disabling Injury Crashes	4	9	10	23
Fatalities	16	5	8	29
Disabling Injuries	8	9	12	29

Engineering

- Expand current lights/gates projects
- Encourage cities, counties and school districts to help fund a percentage of lights/gates projects in their communities
- Increase the installation of LED lights at railroad crossings
- Explore and encourage alternative mechanisms of safety devices at railroad crossings including the use of “walk/don’t walk” lights on sidewalks next to crossings and the use of auxiliary pole lighting to further illuminate crossings at night
- Encourage the closure of redundant crossings to re-direct traffic to crossings with the latest equipment
- Encourage the use of median barriers on both sides of railroad crossings to deter people from driving around gates

Public Policy / Other

- Encourage local communities to enact their own ordinances banning driving around lowered crossing gates
- Actively encourage the federal government through the Federal Railroad Administration to regulate blocked crossings so that drivers do not have the need to attempt to beat trains or to drive to passive crossings in order to cross railroad tracks

Resources that contain additional strategies are located in Appendix D.



EVALUATION

The Missouri Coalition for Roadway Safety (MCRS) will monitor the implementation and success of Missouri's Blueprint to ARRIVE ALIVE. Ultimately, the key measure will be the reduction in fatal and disabling injuries and reaching our goal of 850 or fewer fatalities by 2012. The Implementation and Strategic Planning Subcommittee and the Traffic Records Coordinating Subcommittee of the MCRS will provide annual reports on the progress and performance of the safety partners' collective efforts.

The following are a few selected items that will be monitored:

- Passage of a Primary Safety Belt Law
- Maintenance of the All-Rider Motorcycle Helmet Law
- Enhancement of existing safety laws (e.g., GDL, Impaired Driving, etc.)
- Increased number of roadway miles with shoulder, edge-line, and centerline rumble strips
- Increased installation of three-strand cable or equivalent
- Increased number of innovative engineering designs installed
- Increased amounts of roadway miles with new, expanded, or enhanced shoulders
- Increased number of curves receiving safety enhancements and evaluation of type of safety countermeasures installed
- Increased number of agencies conducting sobriety checkpoints and the number of checkpoints conducted
- Increased number of agencies participating in the "Click It or Ticket" and "You Drink & Drive. You Lose." mobilizations
- Increased number of agencies participating in the quarterly impaired driving and occupant protection initiatives
- Percent of increase in the safety belt use rate
- Percent of increase in the teen safety belt use rate
- Increased number of breath alcohol ignition interlocks installed
- Increased percentage of agencies electronically submitting crash reports to the Missouri State Highway Patrol
- Status of the implementation of the strategies identified in the Impaired Driving Strategic Plan

OUR CHALLENGES AND OPPORTUNITIES

Meeting our goal will be a challenge. Missouri has been keeping traffic crash data since 1966; never have our fatalities been recorded at 850 or less. Planning for the current situation and trying to anticipate long-term future needs demands close attention to the implementation status of this strategic highway safety plan. It is anticipated that the number of licensed drivers and the number of vehicle miles traveled will grow modestly over the next few years. With the escalating cost of gasoline, it appears consumers will purchase smaller more fuel-efficient vehicles, creating an even more diverse mix of vehicle sizes and weights on our roadways. The desire for more fuel-efficient vehicles will

also result in more motorcycles on the road. The number of drivers over 65 will increase dramatically over the next 10 years.

These future trends will guide the strategies and countermeasures needed to make our roads and driving environment safer. Consideration must be given to both how we prevent crashes and how we minimize crash severity and reduce the long-term consequences of injuries.

The "Targeted 10" holds great promise to move us toward achieving our goal. However, our single greatest opportunity to save lives and reduce injuries is to pass a primary safety belt law. Regardless of the size of the vehicle, the number one protection for occupants in the event of a crash is a safety belt. This one strategy is pivotal in successfully meeting the fatality reduction goal.

OUR NEW GOAL IS 850 OR FEWER FATALITIES BY 2012.

Targeted 10

- ① Pass a Primary Safety Belt Law and Maintain and Enhance Existing Safety Laws
- ① Increase Enforcement on Targeted Crash Corridors
- ① Increase Public Education and Information on Traffic Safety Issues
- ① Expand the Installation of Shoulder and Centerline Rumble Strips/Stripes
- ① Expand, Improve and Maintain Roadway Visibility Features (pavement markings, signs, lighting, etc.)
- ① Effectively Deter, Identify, Arrest, and Adjudicate Alcohol and Other Drug Impaired Drivers and Pedestrians
- ① Expand Installation and Maintenance of Roadway Shoulders
- ① Remove and/or Shield Fixed Objects Along Roadside Right of Way
- ① Improve and Expand Intersection Safety with the use of Innovative Engineering Designs (e.g., J-turns, roundabouts), Technology and Enforcement
- ① Improve Curve Recognition Through the Use of Signs, Markings, and Pavement Treatments

Access Management Planning

Comprehensive systematic control of location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway, in an effort to integrate planning and engineering practices with the transportation and land use decisions that contribute to access outcomes.

Aggressive-Driver Related Crash

Involved a driver who committed one or more of the following violations that contributed to the cause of the crash: speeding; driving too fast for conditions; and/or following too close.

CDL (Commercial Drivers License)

A CDL allows an individual to legally drive a commercial motor vehicle.

Channelizer Delineators

Temporary traffic control device used to guide traffic or delineate an unsafe condition.

CMV (Commercial Motor Vehicle)

Any vehicle with a gross vehicle weight rating greater than 10,000 pounds (no matter what the vehicle body type), small buses (9-15 passengers including driver), buses (16 or more passengers including driver), and any vehicle that displays a hazardous materials placard.

Delineator

A retroreflective device mounted on the roadway surface or at the side of the roadway in a series to indicate the alignment of the roadway, especially at night or in adverse weather.

Disabling or Serious Injury

Such an injury is severe enough in nature that the victim must be transported to the hospital or sustains a permanent, disabling injury from the crash

Dynamic Flashing Beacons

A flashing red or yellow light used to capture motorists' attention and warn them about an unusual condition.

A dynamic flashing beacon is only flashing when the unusual condition is present.

EMS

A critical component of the emergency and trauma care system that provides response and medical transport to the sick and injured. EMS is a crucial link to survival in the chain of care.

Fatal Crash

Identifies a motor vehicle crash where victim(s) must have died within 30 days of the crash for the crash to be coded in this manner

Fatality

Identifies a person who dies as the result of a traffic crash; the fatality victim(s) must have died within 30 days as a result of their injuries sustained in the crash

GDL (Graduated Drivers License)

Missouri's GDL law requires that all first-time drivers between 15 and 18 years old complete a period of driving with a licensed driver (instruction permit), and restricted driving (intermediate license), before being issued a full driver license.

GVWR (Gross Vehicle Weight Rating)

The value specified by the manufacturer as the loaded weight of a single vehicle.

HMV (Hazardous Moving Violation)

Includes any traffic violations of a potentially hazardous nature including, but not limited to, speeding, DWI, Careless and Imprudent, stop sign/signal violation, following too closely, failure to signal

ICE (In Case of Emergency)

Enables first responders to identify victims and reach their emergency contacts; people enter the information into their cell phone address book under the name ICE.

ITE (Institute of Transportation Engineers) Standards

ITE is one of five "standards development organizations" designated by the U.S. Department of Transportation to develop Intelligent Transportation Systems standards.

Occupant

A driver and/or passenger(s) on or in a motor vehicle.

Optical Speed Bars

A series of lines painted at decreasing intervals on the road that give drivers the illusion that the vehicle is moving faster than it really is; designed to get drivers to slow down.

PBT (Preliminary Breath Test)

A breath analyzer device used to estimate blood alcohol content (BAC) from a breath sample taken prior to arrest.

Rumble Strips

Rumble strips alert drivers by causing a vibration and rumbling sound, transmitted through the wheels into the car body. A series of rumble strips is usually either applied in the direction of travel along an edge- or centerline to alert drivers when they drift from their lane.

Rumble Stripes

Rumble stripes are rumble strips that have pavement marking material (i.e. paint) placed over them. This increases the visibility of the pavement marking when the road is wet.

Safety Edge

A 300 – 350 asphalt wedge that is placed/formed along each side of the roadway. The wedge ties the existing shoulder into the roadway and allows a vehicle to reenter the roadway safely.

STEP (Selective Traffic Enforcement Programs)

Law enforcement officers conduct saturation enforcement in high crash locations or where large numbers of hazardous moving violations occur

TACT (Ticketing Aggressive Cars & Trucks)

Law enforcement officers conduct saturation enforcement in high crash locations where large numbers of hazardous moving violations occur involving commercial motor vehicles and passenger vehicles

Transverse Rumble Strips

Transverse rumble strips are rumble strips that are applied across the direction of travel to warn drivers that they will be required to take action (stop ahead, turn ahead, etc.)

VMT (Vehicle Miles Traveled)

The total number of miles driven by vehicles within a given time period and geographic area; influenced by factors such as population, the number of vehicles per household, the number of vehicle trips per day and distance traveled.

APPENDIX

Total Fatalities and Disabling Injuries by Target Areas	36
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Statewide**Total Fatalities and Disabling Injuries by Target Area
2005-2007****Fatalities**

Description	2005	2006	2007	Total
Unrestrained Occupants	621	576	478	1,675
Killed in Run-Off-Road Crashes	594	494	447	1,535
Aggressive Driving Involved				
Following too close	23	23	18	64
Too fast for conditions	316	290	254	860
Speed exceeded limit	226	195	174	595
TOTAL for 3 conditions	565	508	446	1,519
Horizontal Curves Involved	427	375	350	1,152
Alcohol and/or Other Drugs Involved	289	288	257	834
Inattentive Drivers Involved	313	262	247	822
Young Drivers—15-20 Involved	262	245	180	687
Killed in Head-On Crashes				
Head-On - Non-Interstate	219	141	158	518
Head-On - Interstates	34	13	6	53
TOTAL for Non-Interstate and Interstate	253	154	164	571
Killed Involving Commercial Motor Vehicles	205	181	168	554
Killed in Intersection Crashes				
Unsignalized	120	140	114	374
Signalized	47	55	59	161
TOTAL for Intersection Fatalities	167	195	173	535
Unlicensed Drivers Involved	185	166	138	489
Killed in Collision with Tree	161	139	141	441
Older Drivers—65-75 Involved	119	107	84	310
Motorcyclists Killed	88	93	91	272
Pedestrians Killed	92	78	79	249
Older Drivers – 76 or Older Involved	85	72	90	247
Killed in Collision with Utility Pole	46	38	27	111
Killed in Work Zones	15	19	5	39
Bicyclists Killed	8	7	9	24
School Buses / Bus Signal Involved	4	3	5	12

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	3,557	3,349	3,338	10,244
Aggressive Driving Involved				
Following too close	493	509	481	1,483
Too fast for conditions	2,259	2,176	2,177	6,612
Speed exceeded limit	614	608	552	1,774
TOTAL for 3 conditions	3,366	3,293	3,210	9,869
Unrestrained Occupants	2,533	2,400	2,116	7,049
Seriously Injured in Intersection Crashes				
Unsignalized	1,589	1,538	1,430	4,557
Signalized	874	755	766	2,395
Total for Intersection Serious Injuries	2,463	2,293	2,196	6,952
Horizontal Curves Involved	2,465	2,282	2,198	6,945
Young Drivers—15-20 Involved	2,435	2,251	1,945	6,631
Inattentive Drivers Involved	2,281	2,187	2,123	6,591
Alcohol and/or Other Drugs Involved	1,406	1,360	1,324	4,090
Unlicensed Drivers Involved	935	917	900	2,752
Seriously Injured in Collision with Tree	897	865	802	2,564
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstates	912	749	761	2,422
Head-On - Interstates	52	29	13	94
TOTAL for Non-Interstate and Interstate	964	778	774	2,516
Seriously Injured Involving Commercial Motor Vehicles	740	673	682	2,095
Older Drivers—65-75 Involved	708	662	641	2,011
Motorcyclists Seriously Injured	588	686	715	1,989
Older Drivers – 76 or Older Involved	492	384	389	1,265
Pedestrians Seriously Injured	328	319	306	953
Seriously Injured in Collision with Utility Pole	267	242	236	745
Seriously Injured in Work Zones	108	104	94	306
Bicyclists Seriously Injured	83	88	71	242
School Buses / Bus Signal Involved	82	29	31	142

Northwest Region

Total Fatalities and Disabling Injuries by Target Area

2005-2007

Northwest Region vs. State

Total Fatalities			
Year	Northwest Region	State	%
2005	66	1,257	5.25%
2006	47	1,096	4.29%
2007	37	992	3.73%
Total	150	3,345	4.48%

Total Disabling Injuries			
Year	Northwest Region	State	%
2005	401	8,624	4.65%
2006	427	8,151	5.24%
2007	419	7,744	5.41%
Total	1,247	24,519	5.09%

Northwest Region

Fatalities				
Description	2005	2006	2007	Total
Unrestrained Occupants	37	25	21	83
Killed in Run-Off-Road Crashes	34	23	17	74
Aggressive Driving Involved				
Following too close	1	0	0	1
Too fast for conditions	12	11	12	35
Speed exceeded limit	8	4	8	20
TOTAL for 3 conditions	21	15	20	56
Killed in Head-On Crashes				
Head-On - Non-Interstate	11	10	10	31
Head-On - Interstates	2	5	2	9
TOTAL for Non-Interstate and Interstate	13	15	12	40
Inattentive Drivers Involved	21	9	7	37
Killed Involving Commercial Motor Vehicles	12	10	15	37
Alcohol and/or Other Drugs Involved	13	12	9	34
Young Drivers—15-20 Involved	10	14	4	28
Horizontal Curves Involved	8	10	9	27
Killed in Intersection Crashes				
Unsignalized	12	8	2	22
Signalized	0	1	2	3
TOTAL for Intersection Fatalities	12	9	4	25
Unlicensed Drivers Involved	8	6	6	20
Older Drivers – 76 or Older Involved	7	6	1	14
Killed in Collision with Tree	2	6	5	13
Older Drivers—65-75 Involved	7	4	1	12
Motorcyclists Killed	3	0	4	7
Pedestrians Killed	3	3	1	7
Killed in Collision with Utility Pole	1	0	4	5
Killed in Work Zones	2	0	0	2
Bicyclists Killed	0	0	0	0
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries				
Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	167	152	147	466
Seriously Injured in Intersection Crashes				
Unsignalized	97	118	104	319
Signalized	42	53	44	139
TOTAL for Intersection Serious Injuries	139	171	148	458
Aggressive Driving Involved				
Following too close	22	45	54	121
Too fast for conditions	94	79	88	261
Speed exceeded limit	20	28	9	57
TOTAL for 3 conditions	136	152	151	439
Unrestrained Occupants	156	133	123	412
Young Drivers—15-20 Involved	122	138	106	366
Inattentive Drivers Involved	107	94	150	351
Horizontal Curves Involved	61	54	56	171
Alcohol and/or Other Drugs Involved	54	63	50	167
Unlicensed Drivers Involved	50	53	62	165
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	32	37	27	96
Head-On - Interstates	2	4	1	7
TOTAL for Non-Interstate and Interstate	34	41	28	103
Older Drivers—65-75 Involved	24	42	29	95
Seriously Injured Involving Commercial Motor Vehicles	32	28	29	89
Motorcyclists Seriously Injured	19	22	25	66
Older Drivers – 76 or Older Involved	16	34	14	64
Seriously Injured in Collision with Tree	14	31	14	59
Seriously Injured in Collision with Utility Pole	13	12	16	41
Pedestrians Seriously Injured	10	9	14	33
Bicyclists Seriously Injured	5	5	8	18
School Buses / Bus Signal Involved	0	6	3	9
Seriously Injured in Work Zones	1	2	5	8

North Central Region

Total Fatalities and Disabling Injuries by Target Area
2005-2007

North Central Region vs. State

Total Fatalities			
Year	Northcentral Region	State	%
2005	46	1,257	3.66%
2006	25	1,096	2.28%
2007	34	992	3.43%
Total	105	3,345	3.14%

Total Disabling Injuries			
Year	Northcentral Region	State	%
2005	251	8,624	2.91%
2006	214	8,151	2.63%
2007	252	7,744	3.25%
Total	717	24,519	2.92%

North Central Region

Fatalities

Description	2005	2006	2007	Total
Unrestrained Occupants	31	16	21	68
Killed in Run-Off-Road Crashes	19	12	23	54
Aggressive Driving Involved				
Following too close	1	3	0	4
Too fast for conditions	8	7	9	24
Speed exceeded limit	7	0	4	11
TOTAL for 3 conditions	16	10	13	39
Horizontal Curves Involved	15	10	12	37
Inattentive Drivers Involved	13	6	7	26
Alcohol and/or Other Drugs Involved	11	7	4	22
Killed in Head-On Crashes				
Head-On - Non-Interstate	11	2	8	21
Head-On - Interstates	1	0	0	1
TOTAL for Non-Interstate and Interstate	12	2	8	22
Young Drivers—15-20 Involved	11	4	6	21
Killed Involving Commercial Motor Vehicles	10	5	5	20
Older Drivers—65-75 Involved	6	6	1	13
Killed in Intersection Crashes				
Unsignalized	8	3	2	13
Signalized	0	0	0	0
TOTAL for Intersection Fatalities	8	3	2	13
Older Drivers – 76 or Older Involved	7	0	3	10
Killed in Collision with Tree	4	2	1	7
Unlicensed Drivers Involved	1	4	1	6
Motorcyclists Killed	1	0	5	6
Pedestrians Killed	0	2	1	3
Killed in Collision with Utility Pole	0	2	0	2
Killed in Work Zones	1	0	1	2
Bicyclists Killed	0	0	0	0
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	131	96	120	347
Aggressive Driving Involved				
Following too close	19	15	10	44
Too fast for conditions	87	74	70	231
Speed exceeded limit	4	4	10	18
TOTAL for 3 conditions	110	93	90	293
Unrestrained Occupants	98	75	89	262
Young Drivers—15-20 Involved	88	68	75	231
Horizontal Curves Involved	65	48	57	170
Inattentive Drivers Involved	59	50	55	164
Seriously Injured in Intersection Crashes				
Unsignalized	48	51	52	151
Signalized	2	2	7	11
TOTAL for Intersection Serious Injuries	50	53	59	162
Alcohol and/or Other Drugs Involved	53	33	41	127
Seriously Injured Involving Commercial Motor Vehicles	24	31	33	88
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	22	13	31	66
Head-On - Interstates	5	0	0	5
TOTAL for Non-Interstate and Interstate	27	13	31	71
Unlicensed Drivers Involved	25	26	18	69
Older Drivers—65-75 Involved	18	17	26	61
Motorcyclists Seriously Injured	17	11	13	41
Older Drivers – 76 or Older Involved	16	10	14	40
Seriously Injured in Collision with Tree	10	11	12	33
Seriously Injured in Collision with Utility Pole	13	6	3	22
Pedestrians Seriously Injured	3	11	6	20
Bicyclists Seriously Injured	1	2	0	3
School Buses / Bus Signal Involved	0	1	1	2
Seriously Injured in Work Zones	0	1	1	2

Northeast Region

Total Fatalities and Disabling Injuries by Target Area

2005-2007

Northeast Region vs. State

Total Fatalities			
Year	Northeast Region	State	%
2005	81	1,257	6.44%
2006	54	1,096	4.93%
2007	60	992	6.05%
Total	195	3,345	5.83%

Total Disabling Injuries			
Year	Northeast Region	State	%
2005	394	8,624	4.57%
2006	368	8,151	4.51%
2007	358	7,744	4.62%
Total	1,120	24,519	4.57%

Northeast Region

Fatalities				
Description	2005	2006	2007	Total
Unrestrained Occupants	46	29	22	97
Killed in Run-Off-Road Crashes	50	20	18	88
Horizontal Curves Involved	32	26	17	75
Aggressive Driving Involved				
Following too close	2	2	1	5
Too fast for conditions	13	10	16	39
Speed exceeded limit	13	10	7	30
TOTAL for 3 conditions	28	22	24	74
Inattentive Drivers Involved	18	12	23	53
Alcohol and/or Other Drugs Involved	25	9	14	48
Killed in Head-On Crashes				
Head-On - Non-Interstate	14	16	14	44
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	14	16	14	44
Killed Involving Commercial Motor Vehicles	8	13	19	40
Young Drivers—15-20 Involved	16	6	9	31
Killed in Intersection Crashes				
Unsignalized	8	11	9	28
Signalized	0	0	0	0
TOTAL for Intersection Fatalities	8	11	9	28
Unlicensed Drivers Involved	11	4	9	24
Older Drivers—65-75 Involved	3	10	7	20
Older Drivers – 76 or Older Involved	4	5	9	18
Killed in Collision with Tree	10	2	3	15
Motorcyclists Killed	2	5	6	13
Pedestrians Killed	2	0	3	5
Killed in Collision with Utility Pole	1	1	2	4
Killed in Work Zones	1	2	0	3
Bicyclists Killed	0	1	0	1
School Buses / Bus Signal Involved	0	0	1	1

Disabling Injuries				
Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	177	165	181	523
Aggressive Driving Involved				
Following too close	25	19	8	52
Too fast for conditions	103	101	124	328
Speed exceeded limit	20	22	19	61
TOTAL for 3 conditions	148	142	151	441
Unrestrained Occupants	124	115	114	353
Horizontal Curves Involved	120	120	111	351
Young Drivers—15-20 Involved	114	121	102	337
Inattentive Drivers Involved	117	120	100	337
Seriously Injured in Intersection Crashes				
Unsignalized	85	79	86	250
Signalized	9	4	2	15
TOTAL for Intersection Serious Injuries	94	83	88	265
Alcohol and/or Other Drugs Involved	62	51	63	176
Seriously Injured Involving Commercial Motor Vehicles	51	27	62	140
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	41	35	46	122
Head-On - Interstates	2	2	0	4
TOTAL for Non-Interstate and Interstate	43	37	46	126
Older Drivers—65-75 Involved	39	34	45	118
Unlicensed Drivers Involved	36	41	35	112
Seriously Injured in Collision with Tree	21	31	36	88
Motorcyclists Seriously Injured	30	27	30	87
Older Drivers – 76 or Older Involved	27	25	20	72
Seriously Injured in Collision with Utility Pole	11	13	8	32
Pedestrians Seriously Injured	4	9	3	16
Seriously Injured in Work Zones	3	2	5	10
Bicyclists Seriously Injured	1	2	2	5
School Buses / Bus Signal Involved	0	0	2	2

Kansas City Region

Total Fatalities and Disabling Injuries by Target Area
2005-2007

Kansas City Region vs. State

Total Fatalities			
Year	Kansas City Region	State	%
2005	185	1,257	14.72%
2006	150	1,096	13.69%
2007	156	992	15.73%
Total	491	3,345	14.68%

Total Disabling Injuries			
Year	Kansas City Region	State	%
2005	1,531	8,624	17.75%
2006	1,375	8,151	16.87%
2007	1,337	7,744	17.26%
Total	4,243	24,519	17.30%

Kansas City Region

Fatalities				
Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	6	1	4	11
Too fast for conditions	46	24	30	100
Speed exceeded limit	49	39	33	121
TOTAL for 3 conditions	101	64	67	232
Unrestrained Occupants	68	74	67	209
Killed in Run-Off-Road Crashes	76	61	59	196
Horizontal Curves Involved	53	38	43	134
Alcohol and/or Other Drugs Involved	42	43	44	129
Killed in Intersection Crashes				
Unsignalized	24	20	24	68
Signalized	17	16	15	48
TOTAL for Intersection Fatalities	41	36	39	116
Inattentive Drivers Involved	34	37	41	112
Young Drivers—15-20 Involved	43	33	24	100
Unlicensed Drivers Involved	34	24	23	81
Killed in Head-On Crashes				
Head-On - Non-Interstate	25	16	21	62
Head-On - Interstates	5	1	0	6
TOTAL for Non-Interstate and Interstate	30	17	21	68
Killed Involving Commercial Motor Vehicles	23	26	16	65
Pedestrians Killed	20	13	19	52
Motorcyclists Killed	23	14	14	51
Killed in Collision with Tree	19	14	16	49
Older Drivers – 76 or Older Involved	11	10	20	41
Older Drivers—65-75 Involved	15	10	14	39
Killed in Collision with Utility Pole	7	7	5	19
Bicyclists Killed	1	4	5	10
School Buses / Bus Signal Involved	2	1	1	4
Killed in Work Zones	0	1	2	3

Disabling Injuries				
Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	105	109	92	306
Too fast for conditions	372	274	308	954
Speed exceeded limit	140	185	149	474
TOTAL for 3 conditions	617	568	549	1,734
Seriously Injured in Intersection Crashes				
Unsignalized	330	313	314	957
Signalized	259	238	240	737
TOTAL for Intersection Serious Injuries	589	551	554	1,694
Seriously Injured in Run-Off-Road Crashes	525	415	467	1,407
Young Drivers—15-20 Involved	402	403	308	1,113
Inattentive Drivers Involved	396	369	340	1,105
Unrestrained Occupants	306	301	265	872
Horizontal Curves Involved	313	257	245	815
Alcohol and/or Other Drugs Involved	215	185	198	598
Unlicensed Drivers Involved	151	143	136	430
Motorcyclists Seriously Injured	118	139	124	381
Older Drivers—65-75 Involved	115	115	130	360
Seriously Injured Involving Commercial Motor Vehicles	111	124	98	333
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	141	78	73	292
Head-On - Interstates	9	2	5	16
TOTAL for Non-Interstate and Interstate	150	80	78	308
Seriously Injured in Collision with Tree	107	80	89	276
Older Drivers – 76 or Older Involved	130	66	80	276
Pedestrians Seriously Injured	62	65	58	185
Seriously Injured in Collision with Utility Pole	51	60	44	155
Seriously Injured in Work Zones	17	22	32	71
School Buses / Bus Signal Involved	53	5	3	61
Bicyclists Seriously Injured	14	15	13	42

Central Region

Total Fatalities and Disabling Injuries by Target Area 2005-2007

Central Region vs. State

Total Fatalities			
Year	Central Region	State	%
2005	129	1,257	10.26%
2006	138	1,096	12.59%
2007	119	992	12.00%
Total	386	3,345	11.54%

Total Disabling Injuries			
Year	Central Region	State	%
2005	807	8,624	9.36%
2006	752	8,151	9.23%
2007	661	7,744	8.54%
Total	2,220	24,519	9.05%

Central Region

Fatalities				
Description	2005	2006	2007	Total
Killed in Run-Off-Road Crashes	83	63	65	211
Unrestrained Occupants	68	82	59	209
Aggressive Driving Involved				
Following too close	3	8	2	13
Too fast for conditions	45	48	33	126
Speed exceeded limit	21	16	15	52
TOTAL for 3 conditions	69	72	50	191
Horizontal Curves Involved	56	51	58	165
Alcohol and/or Other Drugs Involved	38	34	23	95
Young Drivers—15-20 Involved	23	34	25	82
Inattentive Drivers Involved	28	28	23	79
Killed in Collision with Tree	25	23	21	69
Killed Involving Commercial Motor Vehicles	23	25	21	69
Killed in Head-On Crashes				
Head-On - Non-Interstate	13	23	19	55
Head-On - Interstates	0	1	0	1
TOTAL for Non-Interstate and Interstate	13	24	19	56
Unlicensed Drivers Involved	14	23	18	55
Killed in Intersection Crashes				
Unsignalized	8	16	10	34
Signalized	0	4	1	5
TOTAL for Intersection Fatalities	8	20	11	39
Older Drivers—65-75 Involved	7	11	10	28
Older Drivers – 76 or Older Involved	6	9	11	26
Motorcyclists Killed	9	11	6	26
Pedestrians Killed	9	6	7	22
Killed in Collision with Utility Pole	4	3	1	8
Killed in Work Zones	0	5	0	5
Bicyclists Killed	0	0	1	1
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries				
Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	372	369	326	1,067
Aggressive Driving Involved				
Following too close	61	48	38	147
Too fast for conditions	226	220	192	638
Speed exceeded limit	54	52	35	141
TOTAL for 3 conditions	341	320	265	926
Horizontal Curves Involved	301	291	270	862
Unrestrained Occupants	263	239	196	698
Young Drivers—15-20 Involved	213	220	187	620
Alcohol and/or Other Drugs Involved	195	172	126	493
Inattentive Drivers Involved	170	147	173	490
Seriously Injured in Intersection Crashes				
Unsignalized	125	115	93	333
Signalized	25	29	20	74
TOTAL for Intersection Serious Injuries	150	144	113	407
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	105	87	102	294
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	105	87	102	294
Seriously Injured in Collision with Tree	112	85	89	286
Unlicensed Drivers Involved	89	98	93	280
Older Drivers—65-75 Involved	66	76	61	203
Seriously Injured Involving Commercial Motor Vehicles	76	61	54	191
Motorcyclists Seriously Injured	58	69	60	187
Older Drivers – 76 or Older Involved	51	34	32	117
Pedestrians Seriously Injured	21	18	23	62
Seriously Injured in Collision with Utility Pole	23	12	14	49
Bicyclists Seriously Injured	7	6	2	15
Seriously Injured in Work Zones	6	1	1	8
School Buses / Bus Signal Involved	1	3	0	4

St. Louis Region

Total Fatalities and Disabling Injuries by Target Area
2005-2007

St. Louis Region vs. State

Total Fatalities			
Year	St. Louis Region	State	%
2005	237	1,257	18.85%
2006	205	1,096	18.70%
2007	206	992	20.77%
Total	648	3,345	19.37%

Total Disabling Injuries			
Year	St. Louis Region	State	%
2005	2,118	8,624	24.56%
2006	2,039	8,151	25.02%
2007	1,911	7,744	24.68%
Total	6,068	24,519	24.75%

St. Louis Region

Fatalities				
Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	1	4	2	7
Too fast for conditions	44	46	41	131
Speed exceeded limit	50	61	57	168
TOTAL for 3 conditions	95	111	100	306
Unrestrained Occupants	88	83	87	258
Killed in Run-Off-Road Crashes	81	85	75	241
Horizontal Curves Involved	68	63	64	195
Alcohol and/or Other Drugs Involved	58	64	67	189
Inattentive Drivers Involved	66	39	44	149
Young Drivers—15-20 Involved	65	42	32	139
Killed in Intersection Crashes				
Unsignalized	18	24	18	60
Signalized	21	22	33	76
TOTAL for Intersection Fatalities	39	46	51	136
Killed in Head-On Crashes				
Head-On - Non-Interstate	44	20	24	88
Head-On - Interstates	6	3	4	13
TOTAL for Non-Interstate and Interstate	50	23	28	101
Pedestrians Killed	31	31	28	90
Killed Involving Commercial Motor Vehicles	36	20	34	90
Unlicensed Drivers Involved	32	25	29	86
Killed in Collision with Tree	25	20	24	69
Motorcyclists Killed	23	25	21	69
Older Drivers—65-75 Involved	19	14	19	52
Older Drivers – 76 or Older Involved	21	14	13	48
Killed in Collision with Utility Pole	14	9	6	29
Killed in Work Zones	6	4	0	10
Bicyclists Killed	2	2	1	5
School Buses / Bus Signal Involved	0	1	3	4

Disabling Injuries				
Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	121	113	123	357
Too fast for conditions	486	506	519	1,511
Speed exceeded limit	177	161	170	508
TOTAL for 3 conditions	784	780	812	2,376
Seriously Injured in Run-Off-Road Crashes	716	677	696	2,089
Seriously Injured in Intersection Crashes				
Unsignalized	360	341	296	997
Signalized	392	297	307	996
TOTAL for Intersection Serious Injuries	752	638	603	1,993
Inattentive Drivers Involved	642	624	520	1,786
Young Drivers—15-20 Involved	623	524	476	1,623
Horizontal Curves Involved	585	511	518	1,614
Unrestrained Occupants	460	432	375	1,267
Alcohol and/or Other Drugs Involved	270	278	269	817
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	207	211	199	617
Head-On - Interstates	8	17	4	29
TOTAL for Non-Interstate and Interstate	215	228	203	646
Unlicensed Drivers Involved	207	185	197	589
Seriously Injured in Collision with Tree	203	186	173	562
Seriously Injured Involving Commercial Motor Vehicles	190	138	155	483
Older Drivers—65-75 Involved	206	136	125	467
Motorcyclists Seriously Injured	141	143	176	460
Pedestrians Seriously Injured	149	147	131	427
Older Drivers – 76 or Older Involved	107	97	76	280
Seriously Injured in Collision with Utility Pole	72	70	67	209
Seriously Injured in Work Zones	44	48	31	123
Bicyclists Seriously Injured	31	31	23	85
School Buses / Bus Signal Involved	15	3	13	31

Southwest Region

Total Fatalities and Disabling Injuries by Target Area
2005-2007

Southwest Region vs. State

Total Fatalities			
Year	Southwest Region	State	%
2005	121	1,257	9.63%
2006	130	1,096	11.86%
2007	87	992	8.77%
Total	338	3,345	10.10%

Total Disabling Injuries			
Year	Southwest Region	State	%
2005	693	8,624	8.04%
2006	664	8,151	8.15%
2007	694	7,744	8.96%
Total	2,051	24,519	8.36%

Southwest Region**Fatalities**

Description	2005	2006	2007	Total
Unrestrained Occupants	71	70	46	187
Killed in Run-Off-Road Crashes	61	53	42	156
Aggressive Driving Involved				
Following too close	1	0	0	1
Too fast for conditions	37	40	17	94
Speed exceeded limit	19	17	13	49
TOTAL for 3 conditions	57	57	30	144
Inattentive Drivers Involved	45	37	34	116
Horizontal Curves Involved	45	41	20	106
Young Drivers—15-20 Involved	22	42	17	81
Killed in Head-On Crashes				
Head-On - Non-Interstate	34	21	16	71
Head-On - Interstates	2	0	0	2
TOTAL for Non-Interstate and Interstate	36	21	16	73
Killed Involving Commercial Motor Vehicles	20	31	19	70
Alcohol and/or Other Drugs Involved	26	25	14	65
Unlicensed Drivers Involved	23	24	15	62
Killed in Intersection Crashes				
Unsignalized	11	19	15	45
Signalized	1	4	3	8
TOTAL for Intersection Fatalities	12	23	18	53
Killed in Collision with Tree	17	13	15	45
Older Drivers—65-75 Involved	11	14	11	36
Older Drivers – 76 or Older Involved	8	8	11	27
Motorcyclists Killed	4	10	11	25
Pedestrians Killed	6	6	2	14
Killed in Collision with Utility Pole	2	4	5	11
Killed in Work Zones	1	0	0	1
School Buses / Bus Signal Involved	1	0	0	1
Bicyclists Killed	0	0	0	0

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	298	289	294	881
Aggressive Driving Involved				
Following too close	44	27	51	122
Too fast for conditions	157	192	216	565
Speed exceeded limit	34	22	25	81
TOTAL for 3 conditions	235	241	292	768
Unrestrained Occupants	242	233	238	713
Seriously Injured in Intersection Crashes				
Unsignalized	167	153	157	477
Signalized	47	51	45	143
TOTAL for Intersection Serious Injuries	214	204	202	620
Inattentive Drivers Involved	190	182	211	583
Young Drivers—15-20 Involved	185	178	149	512
Horizontal Curves Involved	155	176	164	495
Alcohol and/or Other Drugs Involved	100	141	119	360
Unlicensed Drivers Involved	78	109	104	291
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	94	78	77	249
Head-On - Interstates	0	1	0	1
TOTAL for Non-Interstate and Interstate	94	79	77	250
Older Drivers—65-75 Involved	58	63	67	188
Seriously Injured Involving Commercial Motor Vehicles	60	59	64	183
Seriously Injured in Collision with Tree	61	59	58	178
Motorcyclists Seriously Injured	37	62	76	175
Older Drivers – 76 or Older Involved	43	36	63	142
Seriously Injured in Collision with Utility Pole	22	12	18	52
Pedestrians Seriously Injured	18	11	18	47
Bicyclists Seriously Injured	7	6	11	24
Seriously Injured in Work Zones	8	0	3	11
School Buses / Bus Signal Involved	5	2	2	9

Springfield Region

Total Fatalities and Disabling Injuries by Target Area
2005-2007

Springfield Region vs. State

Total Fatalities			
Year	Springfield Region	State	%
2005	150	1,257	11.93%
2006	137	1,096	12.50%
2007	89	992	8.97%
Total	376	3,345	11.24%

Total Disabling Injuries			
Year	Springfield Region	State	%
2005	992	8,624	11.50%
2006	1,002	8,151	12.29%
2007	838	7,744	10.82%
Total	2,832	24,519	11.55%

Springfield Region

Fatalities				
Description	2005	2006	2007	Total
Unrestrained Occupants	73	76	40	189
Aggressive Driving Involved				
Following too close	7	3	4	14
Too fast for conditions	46	35	24	105
Speed exceeded limit	32	24	14	70
TOTAL for 3 conditions	85	62	42	189
Killed in Run-Off-Road Crashes	64	71	42	177
Horizontal Curves Involved	55	54	32	141
Inattentive Drivers Involved	43	46	29	118
Alcohol and/or Other Drugs Involved	26	38	24	88
Killed in Head-On Crashes				
Head-On - Non-Interstate	43	19	11	73
Head-On - Interstates	6	2	0	8
TOTAL for Non-Interstate and Interstate	49	21	11	81
Young Drivers—15-20 Involved	29	28	17	74
Killed Involving Commercial Motor Vehicles	31	22	16	69
Killed in Collision with Tree	22	19	15	56
Killed in Intersection Crashes				
Unsignalized	12	13	14	39
Signalized	7	7	1	15
TOTAL for Intersection Fatalities	19	20	15	54
Unlicensed Drivers Involved	23	17	10	50
Older Drivers—65-75 Involved	22	15	8	45
Motorcyclists Killed	15	12	12	39
Pedestrians Killed	8	10	8	26
Older Drivers – 76 or Older Involved	9	7	7	23
Killed in Collision with Utility Pole	6	6	2	14
Killed in Work Zones	1	6	0	7
Bicyclists Killed	2	0	2	4
School Buses / Bus Signal Involved	1	0	0	1

Disabling Injuries				
Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	441	455	419	1,315
Aggressive Driving Involved				
Following too close	43	71	52	166
Too fast for conditions	318	287	263	868
Speed exceeded limit	75	72	65	212
TOTAL for 3 conditions	436	430	380	1,246
Horizontal Curves Involved	360	323	307	990
Unrestrained Occupants	282	320	251	853
Inattentive Drivers Involved	259	281	248	788
Young Drivers—15-20 Involved	291	263	222	776
Seriously Injured in Intersection Crashes				
Unsignalized	165	206	142	513
Signalized	66	61	63	190
TOTAL for Intersection Serious Injuries	231	267	205	703
Alcohol and/or Other Drugs Involved	148	173	163	484
Seriously Injured in Collision with Tree	145	146	119	410
Unlicensed Drivers Involved	124	98	114	336
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	123	106	84	313
Head-On - Interstates	5	1	0	6
TOTAL for Non-Interstate and Interstate	128	107	84	319
Motorcyclists Seriously Injured	95	103	88	286
Seriously Injured Involving Commercial Motor Vehicles	87	86	88	261
Older Drivers—65-75 Involved	95	71	55	221
Older Drivers – 76 or Older Involved	49	39	36	124
Pedestrians Seriously Injured	32	21	25	78
Seriously Injured in Collision with Utility Pole	24	24	25	73
Bicyclists Seriously Injured	11	13	5	29
Seriously Injured in Work Zones	3	12	5	20
School Buses / Bus Signal Involved	6	0	1	7

South Central Region

Total Fatalities and Disabling Injuries by Target Area

2005-2007

South Central Region vs. State

Total Fatalities			
Year	Southcentral Region	State	%
2005	120	1,257	9.55%
2006	101	1,096	9.22%
2007	109	992	10.99%
Total	330	3,345	9.87%

Total Disabling Injuries			
Year	Southcentral Region	State	%
2005	761	8,624	8.82%
2006	711	8,151	8.72%
2007	625	7,744	8.07%
Total	2,097	24,519	8.55%

South Central Region

Fatalities

Description	2005	2006	2007	Total
Unrestrained Occupants	67	59	58	184
Killed in Run-Off-Road Crashes	66	54	53	173
Aggressive Driving Involved				
Following too close	0	1	2	3
Too fast for conditions	38	40	46	124
Speed exceeded limit	17	12	15	44
TOTAL for 3 conditions	55	53	63	171
Horizontal Curves Involved	55	44	59	158
Alcohol and/or Other Drugs Involved	29	33	29	91
Inattentive Drivers Involved	31	30	27	88
Killed in Head-On Crashes				
Head-On - Non-Interstate	29	15	24	68
Head-On - Interstates	5	0	0	5
TOTAL for Non-Interstate and Interstate	34	15	24	73
Young Drivers—15-20 Involved	22	21	29	72
Killed in Collision with Tree	27	21	24	72
Killed Involving Commercial Motor Vehicles	20	11	16	47
Unlicensed Drivers Involved	16	16	12	44
Killed in Intersection Crashes				
Unsignalized	6	15	10	31
Signalized	0	1	3	4
TOTAL for Intersection Fatalities	6	16	13	35
Older Drivers—65-75 Involved	10	8	5	23
Older Drivers – 76 or Older Involved	8	7	5	20
Pedestrians Killed	5	5	4	14
Motorcyclists Killed	2	7	4	13
Killed in Collision with Utility Pole	5	5	0	10
Killed in Work Zones	1	0	2	3
Bicyclists Killed	0	0	0	0
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	401	419	372	1,192
Aggressive Driving Involved				
Following too close	22	35	23	80
Too fast for conditions	260	275	252	787
Speed exceeded limit	52	35	30	117
TOTAL for 3 conditions	334	345	305	984
Horizontal Curves Involved	324	303	277	904
Unrestrained Occupants	292	287	228	807
Young Drivers—15-20 Involved	225	178	148	551
Inattentive Drivers Involved	178	204	168	550
Alcohol and/or Other Drugs Involved	153	152	150	455
Seriously Injured in Collision with Tree	150	131	132	413
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	128	69	71	268
Head-On - Interstates	20	1	0	21
TOTAL for Non-Interstate and Interstate	148	70	71	289
Seriously Injured in Intersection Crashes				
Unsignalized	78	64	57	199
Signalized	14	9	10	33
TOTAL for Intersection Serious Injuries	92	73	67	232
Unlicensed Drivers Involved	84	77	66	227
Seriously Injured Involving Commercial Motor Vehicles	63	68	50	181
Motorcyclists Seriously Injured	37	69	61	167
Older Drivers—65-75 Involved	52	52	42	146
Older Drivers – 76 or Older Involved	27	23	19	69
Seriously Injured in Collision with Utility Pole	18	8	15	41
Pedestrians Seriously Injured	10	12	9	31
Seriously Injured in Work Zones	14	8	2	24
School Buses / Bus Signal Involved	0	1	5	6
Bicyclists Seriously Injured	3	1	1	5

Southeast Region**Total Fatalities and Disabling Injuries by Target Area
2005-2007****Southeast Region vs. State**

Total Fatalities			
Year	Southeast Region	State	%
2005	120	1,257	9.55%
2006	101	1,096	9.22%
2007	109	992	10.99%
Total	330	3,345	9.87%

Total Disabling Injuries			
Year	Southeast Region	State	%
2005	761	8,624	8.82%
2006	711	8,151	8.72%
2007	625	7,744	8.07%
Total	2,097	24,519	8.55%

Southeast Region**Fatalities**

Description	2005	2006	2007	Total
Unrestrained Occupants	72	62	57	191
Killed in Run-Off-Road Crashes	60	52	53	165
Aggressive Driving Involved				
Following too close	1	1	3	5
Too fast for conditions	27	29	26	82
Speed exceeded limit	10	12	8	30
TOTAL for 3 conditions	38	42	37	117
Horizontal Curves Involved	40	38	36	114
Alcohol and/or Other Drugs Involved	21	23	29	73
Killed in Head-On Crashes				
Head-On - Non-Interstate	29	12	17	58
Head-On - Interstates	7	1	0	8
TOTAL for Non-Interstate and Interstate	36	13	17	66
Unlicensed Drivers Involved	23	23	15	61
Young Drivers—15-20 Involved	21	21	17	59
Killed Involving Commercial Motor Vehicles	22	18	7	47
Killed in Collision with Tree	10	19	17	46
Inattentive Drivers Involved	14	18	12	44
Older Drivers—65-75 Involved	19	15	8	42
Killed in Intersection Crashes				
Unsignalized	13	11	10	34
Signalized	1	0	1	2
TOTAL for Intersection Fatalities	14	11	11	36
Motorcyclists Killed	6	9	8	23
Older Drivers – 76 or Older Involved	4	6	10	20
Pedestrians Killed	8	2	6	16
Killed in Collision with Utility Pole	6	1	2	9
Killed in Work Zones	2	1	0	3
Bicyclists Killed	3	0	0	3
School Buses / Bus Signal Involved	0	1	0	1

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	329	312	316	957
Unrestrained Occupants	310	265	237	812
Aggressive Driving Involved				
Following too close	31	27	30	88
Too fast for conditions	156	168	145	469
Speed exceeded limit	38	27	40	105
TOTAL for 3 conditions	225	222	215	662
Horizontal Curves Involved	181	199	193	573
Young Drivers—15-20 Involved	172	158	172	502
Inattentive Drivers Involved	163	116	158	437
Seriously Injured in Intersection Crashes				
Unsignalized	134	98	129	361
Signalized	18	11	28	57
TOTAL for Intersection Serious Injuries	152	109	157	418
Alcohol and/or Other Drugs Involved	156	112	145	413
Seriously Injured in Collision with Tree	74	105	80	259
Unlicensed Drivers Involved	91	87	75	253
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	71	64	64	199
Head-On - Interstates	1	1	3	5
TOTAL for Non-Interstate and Interstate	72	65	67	204
Older Drivers—65-75 Involved	35	56	61	152
Seriously Injured Involving Commercial Motor Vehicles	46	51	49	146
Motorcyclists Seriously Injured	36	41	62	139
Older Drivers – 76 or Older Involved	26	20	35	81
Seriously Injured in Collision with Utility Pole	20	25	26	71
Pedestrians Seriously Injured	19	16	19	54
Bicyclists Seriously Injured	3	7	6	16
Seriously Injured in Work Zones	8	1	5	14
School Buses / Bus Signal Involved	2	8	1	11

Troop A Data Analysis Model

2005-2007

Troop A vs. State

Total Fatalities			
Year	Troop A	State	%
2005	219	1,257	17.42%
2006	175	1,096	15.97%
2007	181	992	18.25%
Total	575	3,345	17.19%

Total Disabling Injuries			
Year	Troop A	State	%
2005	1,783	8,624	20.67%
2006	1,583	8,151	19.42%
2007	1,508	7,744	19.47%
Total	4,874	24,519	19.88%

Troop A

Fatalities

Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	7	1	4	12
Too fast for conditions	56	35	36	127
Speed exceeded limit	55	40	34	129
TOTAL for 3 conditions	118	76	74	268
Unrestrained Occupants	88	89	79	256
Killed in Run-Off-Road Crashes	89	71	72	232
Horizontal Curves Involved	64	44	55	163
Inattentive Drivers Involved	50	43	50	143
Alcohol and/or Other Drugs Involved	43	48	50	141
Killed in Intersection Crashes				
Unsignalized	28	24	27	79
Signalized	17	17	15	49
TOTAL for both Unsignalized and Signalized	45	41	42	128
Young Drivers—15-20 Involved	49	41	31	121
Unlicensed Drivers Involved	38	27	26	91
Killed in Head-On Crashes				
Head-On - Non-Interstate	29	20	25	74
Head-On - Interstates	6	1	0	7
TOTAL for Non-Interstate and Interstate	35	21	25	81
Killed Involving Commercial Motor Vehicles	30	30	18	78
Killed in Collision with Tree	24	15	19	58
Motorcyclists Killed	24	15	17	56
Pedestrians Killed	21	14	19	54
Older Drivers—76 or Older Involved	17	10	25	52
Older Drivers—65-75 Involved	18	16	15	49
Killed in Collision with Utility Pole	7	9	5	21
Bicyclists Killed	1	4	5	10
School Buses / Bus Signal Involved	2	1	1	4
Killed in Work Zones	0	1	2	3

Disabling Injuries

Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	123	120	98	341
Too fast for conditions	445	344	365	1,154
Speed exceeded limit	148	190	157	495
TOTAL for 3 conditions	716	654	620	1,990
Seriously Injured in Intersection Crashes				
Unsignalized	378	350	350	1,078
Signalized	260	243	249	752
TOTAL for both Unsignalized and Signalized	638	593	599	1,830
Seriously Injured in Run-Off-Road Crashes	636	522	547	1,705
Inattentive Drivers Involved	473	434	401	1,308
Young Drivers—15-20 Involved	464	463	350	1,277
Unrestrained Occupants	400	369	322	1,091
Horizontal Curves Involved	378	313	300	991
Alcohol and/or Other Drugs Involved	269	228	227	724
Unlicensed Drivers Involved	196	168	152	516
Motorcyclists Seriously Injured	135	157	140	432
Older Drivers—65-75 Involved	142	140	149	431
Seriously Injured Involving Commercial Motor Vehicles	134	142	117	393
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	178	94	83	355
Head-On - Interstates	14	2	5	21
TOTAL for Non-Interstate and Interstate	192	96	88	376
Seriously Injured in Collision with Tree	130	92	105	327
Older Drivers—76 or Older Involved	148	81	88	317
Pedestrians Seriously Injured	68	73	62	203
Seriously Injured in Collision with Utility Pole	55	64	50	169
Seriously Injured in Work Zones	22	24	34	80
School Buses / Bus Signal Involved	53	7	3	63
Bicyclists Seriously Injured	16	15	13	44

Troop B Data Analysis Model

2005-2007

Troop B vs. State

Total Fatalities			
Year	Troop B	State	%
2005	47	1,257	3.74%
2006	36	1,096	3.28%
2007	55	992	5.54%
Total	138	3,345	4.13%

Total Disabling Injuries			
Year	Troop B	State	%
2005	315	8,624	3.65%
2006	293	8,151	3.59%
2007	269	7,744	3.47%
Total	877	24,519	3.58%

Troop B**Fatalities**

Description	2005	2006	2007	Total
Unrestrained Occupants	26	18	25	69
Killed in Run-Off-Road Crashes	29	14	21	64
Aggressive Driving Involved				
Following too close	3	5	0	8
Too fast for conditions	8	6	12	26
Speed exceeded limit	10	6	8	24
TOTAL for 3 conditions	21	17	20	58
Horizontal Curves Involved	20	10	16	46
Inattentive Drivers Involved	11	10	22	43
Alcohol and/or Other Drugs Involved	18	4	13	35
Older Drivers—65-75 Involved	5	16	6	27
Killed Involving Commercial Motor Vehicles	4	9	13	26
Young Drivers—15-20 Involved	10	5	7	22
Killed in Head-On Crashes				
Head-On - Non-Interstate	4	6	12	22
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	4	6	12	22
Killed in Intersection Crashes				
Unsignalized	7	8	5	20
Signalized	0	0	0	0
TOTAL for both Unsignalized and Signalized	7	8	5	20
Older Drivers—76 or Older Involved	5	2	9	16
Killed in Collision with Tree	9	3	1	13
Motorcyclists Killed	3	2	7	12
Unlicensed Drivers Involved	4	1	4	9
Killed in Work Zones	1	2	1	4
Pedestrians Killed	0	1	2	3
Killed in Collision with Utility Pole	0	1	1	2
School Buses / Bus Signal Involved	0	0	1	1
Bicyclists Killed	0	0	0	0

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	152	131	127	410
Aggressive Driving Involved				
Following too close	29	22	7	58
Too fast for conditions	90	85	72	247
Speed exceeded limit	6	14	11	31
TOTAL for 3 conditions	125	121	90	336
Unrestrained Occupants	109	89	103	301
Young Drivers—15-20 Involved	97	88	75	260
Horizontal Curves Involved	83	90	76	249
Inattentive Drivers Involved	86	83	77	246
Seriously Injured in Intersection Crashes				
Unsignalized	65	58	61	184
Signalized	2	4	4	10
TOTAL for both Unsignalized and Signalized	67	62	65	194
Alcohol and/or Other Drugs Involved	56	49	52	157
Seriously Injured Involving Commercial Motor Vehicles	38	41	42	121
Older Drivers—65-75 Involved	30	29	39	98
Unlicensed Drivers Involved	22	28	24	74
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	16	19	34	69
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	16	19	34	69
Older Drivers—76 or Older Involved	25	22	13	60
Motorcyclists Seriously Injured	19	22	11	52
Seriously Injured in Collision with Tree	13	17	22	52
Seriously Injured in Collision with Utility Pole	12	9	7	28
Pedestrians Seriously Injured	4	9	5	18
Seriously Injured in Work Zones	0	6	5	11
Bicyclists Seriously Injured	1	2	1	4
School Buses / Bus Signal Involved	0	1	2	3

Troop C Data Analysis Model

2005-2007

Troop C vs. State

Total Fatalities			
Year	Troop C	State	%
2005	302	1,257	24.03%
2006	265	1,096	24.18%
2007	263	992	26.51%
Total	830	3,345	24.81%

Total Disabling Injuries			
Year	Troop C	State	%
2005	2,481	8,624	28.77%
2006	2,367	8,151	29.04%
2007	2,265	7,744	29.25%
Total	7,113	24,519	29.01%

Troop C**Fatalities**

Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	2	4	3	9
Too fast for conditions	59	61	60	180
Speed exceeded limit	57	68	67	192
TOTAL for 3 conditions	118	133	130	381
Unrestrained Occupants	132	120	119	371
Killed in Run-Off-Road Crashes	116	115	99	330
Horizontal Curves Involved	102	100	91	293
Alcohol and/or Other Drugs Involved	71	74	83	228
Inattentive Drivers Involved	77	50	53	180
Young Drivers—15-20 Involved	84	47	46	177
Killed in Intersection Crashes				
Unsignalized	24	29	26	79
Signalized	22	22	34	78
TOTAL for both Unsignalized and Signalized	46	51	60	157
Killed in Head-On Crashes				
Head-On - Non-Interstate	56	31	33	120
Head-On - Interstates	6	3	4	13
TOTAL for Non-Interstate and Interstate	62	34	37	133
Unlicensed Drivers Involved	38	38	42	118
Killed Involving Commercial Motor Vehicles	39	30	41	110
Killed in Collision with Tree	33	32	37	102
Pedestrians Killed	32	32	31	95
Motorcyclists Killed	25	33	24	82
Older Drivers—65-75 Involved	24	19	23	66
Older Drivers—76 or Older Involved	24	17	18	59
Killed in Collision with Utility Pole	19	11	7	37
Killed in Work Zones	7	4	0	11
Bicyclists Killed	2	3	1	6
School Buses / Bus Signal Involved	0	1	3	4

Disabling Injuries

Description	2005	2006	2007	Total
Aggressive Driving Involved				
Following too close	130	125	129	384
Too fast for conditions	603	612	629	1,844
Speed exceeded limit	197	174	204	575
TOTAL for 3 conditions	930	911	962	2,803
Seriously Injured in Run-Off-Road Crashes	893	847	879	2,619
Seriously Injured in Intersection Crashes				
Unsignalized	420	399	360	1,179
Signalized	401	300	317	1,018
TOTAL for both Unsignalized and Signalized	821	699	677	2,197
Horizontal Curves Involved	752	651	653	2,056
Inattentive Drivers Involved	723	697	592	2,012
Young Drivers—15-20 Involved	711	607	579	1,897
Unrestrained Occupants	604	553	492	1,649
Alcohol and/or Other Drugs Involved	326	330	339	995
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	247	234	243	724
Head-On - Interstates	10	19	4	33
TOTAL for Non-Interstate and Interstate	257	253	247	757
Seriously Injured in Collision with Tree	252	250	227	729
Unlicensed Drivers Involved	246	228	234	708
Motorcyclists Seriously Injured	177	169	210	556
Older Drivers—65-75 Involved	229	169	158	556
Seriously Injured Involving Commercial Motor Vehicles	217	155	177	549
Pedestrians Seriously Injured	153	158	136	447
Older Drivers—76 or Older Involved	120	111	89	320
Seriously Injured in Collision with Utility Pole	91	76	75	242
Seriously Injured in Work Zones	48	49	34	131
Bicyclists Seriously Injured	32	33	28	93
School Buses / Bus Signal Involved	15	3	13	31

Troop D Data Analysis Model

2005-2007

Troop D vs. State

Total Fatalities			
Year	Troop D	State	%
2005	241	1,257	19.17%
2006	236	1,096	21.53%
2007	156	992	15.73%
Total	633	3,345	18.92%

Total Disabling Injuries			
Year	Troop D	State	%
2005	1,415	8,624	16.41%
2006	1,380	8,151	16.93%
2007	1,299	7,744	16.77%
Total	4,094	24,519	16.70%

Troop D

Fatalities

Description	2005	2006	2007	Total
Unrestrained Occupants	125	124	76	325
Aggressive Driving Involved				
Following too close	8	3	3	14
Too fast for conditions	70	66	37	173
Speed exceeded limit	50	40	25	115
TOTAL for 3 conditions	128	109	65	302
Killed in Run-Off-Road Crashes	109	109	73	291
Horizontal Curves Involved	90	84	47	221
Inattentive Drivers Involved	78	74	54	206
Alcohol and/or Other Drugs Involved	50	58	33	141
Killed in Head-On Crashes				
Head-On - Non-Interstate	65	35	25	125
Head-On - Interstates	6	2	0	8
TOTAL for Non-Interstate and Interstate	71	37	25	133
Young Drivers—15-20 Involved	41	61	27	129
Killed Involving Commercial Motor Vehicles	45	48	31	124
Unlicensed Drivers Involved	44	37	21	102
Killed in Intersection Crashes				
Unsignalized	21	28	28	77
Signalized	8	11	4	23
TOTAL for both Unsignalized and Signalized	29	39	32	100
Killed in Collision with Tree	35	28	27	90
Older Drivers—65-75 Involved	29	25	19	73
Motorcyclists Killed	19	21	20	60
Older Drivers—76 or Older Involved	15	14	17	46
Pedestrians Killed	14	14	10	38
Killed in Collision with Utility Pole	7	10	6	23
Killed in Work Zones	2	6	0	8
Bicyclists Killed	2	0	1	3
School Buses / Bus Signal Involved	2	0	0	2

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	594	571	579	1,744
Aggressive Driving Involved				
Following too close	70	77	87	234
Too fast for conditions	392	394	412	1,198
Speed exceeded limit	98	90	76	264
TOTAL for 3 conditions	560	561	575	1,696
Unrestrained Occupants	435	442	410	1,287
Seriously Injured in Intersection Crashes				
Unsignalized	301	323	281	905
Signalized	101	112	103	316
TOTAL for both Unsignalized and Signalized	402	435	384	1,221
Horizontal Curves Involved	418	396	392	1,206
Inattentive Drivers Involved	382	377	395	1,154
Young Drivers—15-20 Involved	393	356	318	1,067
Alcohol and/or Other Drugs Involved	215	265	238	718
Unlicensed Drivers Involved	175	182	189	546
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	193	161	143	497
Head-On - Interstates	3	2	0	5
TOTAL for Non-Interstate and Interstate	196	163	143	502
Seriously Injured in Collision with Tree	152	148	146	446
Motorcyclists Seriously Injured	117	143	140	400
Seriously Injured Involving Commercial Motor Vehicles	126	120	118	364
Older Drivers—65-75 Involved	131	113	114	358
Older Drivers—76 or Older Involved	73	61	91	225
Pedestrians Seriously Injured	41	31	39	111
Seriously Injured in Collision with Utility Pole	41	33	33	107
Bicyclists Seriously Injured	17	17	16	50
Seriously Injured in Work Zones	11	11	7	29
School Buses / Bus Signal Involved	11	2	2	15

Troop E Data Analysis Model

2005-2007

Troop E vs. State

Total Fatalities			
Year	Troop E	State	%
2005	116	1,257	9.23%
2006	92	1,096	8.39%
2007	83	992	8.37%
Total	291	3,345	8.70%

Total Disabling Injuries			
Year	Troop E	State	%
2005	548	8,624	6.35%
2006	508	8,151	6.23%
2007	525	7,744	6.78%
Total	1,581	24,519	6.45%

Troop E

Fatalities

Description	2005	2006	2007	Total
Unrestrained Occupants	68	50	52	170
Killed in Run-Off-Road Crashes	59	40	51	150
Aggressive Driving Involved				
Following too close	0	1	2	3
Too fast for conditions	26	25	23	74
Speed exceeded limit	8	10	6	24
TOTAL for 3 conditions	34	36	31	101
Horizontal Curves Involved	36	25	27	88
Alcohol and/or Other Drugs Involved	21	23	27	71
Young Drivers—15-20 Involved	15	22	15	52
Killed in Head-On Crashes				
Head-On - Non-Interstate	21	9	13	43
Head-On - Interstates	7	1	0	8
TOTAL for Non-Interstate and Interstate	28	10	13	51
Unlicensed Drivers Involved	22	16	11	49
Killed Involving Commercial Motor Vehicles	22	20	7	49
Inattentive Drivers Involved	14	15	11	40
Killed in Collision with Tree	11	12	14	37
Older Drivers—65-75 Involved	16	14	5	35
Killed in Intersection Crashes				
Unsignalized	12	14	7	33
Signalized	0	0	0	0
TOTAL for both Unsignalized and Signalized	12	14	7	33
Older Drivers—76 or Older Involved	5	6	9	20
Motorcyclists Killed	5	5	6	16
Pedestrians Killed	8	1	5	14
Killed in Collision with Utility Pole	4	2	2	8
Bicyclists Killed	3	0	0	3
Killed in Work Zones	2	1	0	3
School Buses / Bus Signal Involved	0	1	0	1

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	272	259	257	788
Unrestrained Occupants	258	230	196	684
Aggressive Driving Involved				
Following too close	25	21	28	74
Too fast for conditions	122	136	125	383
Speed exceeded limit	28	21	29	78
TOTAL for 3 conditions	175	178	182	535
Horizontal Curves Involved	138	157	149	444
Young Drivers—15-20 Involved	156	139	142	437
Inattentive Drivers Involved	133	100	129	362
Alcohol and/or Other Drugs Involved	133	100	122	355
Seriously Injured in Intersection Crashes				
Unsignalized	109	87	109	305
Signalized	9	11	18	38
TOTAL for both Unsignalized and Signalized	118	98	127	343
Unlicensed Drivers Involved	78	77	58	213
Seriously Injured in Collision with Tree	58	81	68	207
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	73	59	46	178
Head-On - Interstates	1	1	3	5
TOTAL for Non-Interstate and Interstate	74	60	49	183
Seriously Injured Involving Commercial Motor Vehicles	41	41	50	132
Older Drivers—65-75 Involved	30	42	43	115
Motorcyclists Seriously Injured	21	35	55	111
Older Drivers—76 or Older Involved	21	17	35	73
Seriously Injured in Collision with Utility Pole	13	27	20	60
Pedestrians Seriously Injured	15	10	15	40
School Buses / Bus Signal Involved	2	9	1	12
Seriously Injured in Work Zones	5	1	5	11
Bicyclists Seriously Injured	3	6	2	11

Troop F Data Analysis Model

2005-2007

Troop F vs. State

Total Fatalities			
Year	Troop F	State	%
2005	133	1,257	10.58%
2006	137	1,096	12.50%
2007	105	992	10.58%
Total	375	3,345	11.21%

Total Disabling Injuries			
Year	Troop F	State	%
2005	723	8,624	8.38%
2006	686	8,151	8.42%
2007	634	7,744	8.19%
Total	2,043	24,519	8.33%

Troop F

Fatalities

Description	2005	2006	2007	Total
Killed in Run-Off-Road Crashes	88	66	56	210
Unrestrained Occupants	72	82	51	205
Aggressive Driving Involved				
Following too close	2	8	3	13
Too fast for conditions	43	46	28	117
Speed exceeded limit	22	17	13	52
TOTAL for 3 conditions	67	71	44	182
Horizontal Curves Involved	54	57	48	159
Alcohol and/or Other Drugs Involved	45	38	18	101
Young Drivers—15-20 Involved	24	32	21	77
Killed Involving Commercial Motor Vehicles	23	24	22	69
Killed in Collision with Tree	22	23	19	64
Inattentive Drivers Involved	24	25	14	63
Killed in Head-On Crashes				
Head-On - Non-Interstate	10	22	21	53
Head-On - Interstates	0	1	0	1
TOTAL for Non-Interstate and Interstate	10	23	21	54
Unlicensed Drivers Involved	14	22	14	50
Killed in Intersection Crashes				
Unsignalized	7	15	9	31
Signalized	0	3	1	4
TOTAL for both Unsignalized and Signalized	7	18	10	35
Older Drivers—65-75 Involved	6	8	9	23
Motorcyclists Killed	8	11	3	22
Pedestrians Killed	9	5	8	22
Older Drivers—76 or Older Involved	4	10	7	21
Killed in Collision with Utility Pole	4	1	1	6
Killed in Work Zones	0	5	0	5
Bicyclists Killed	0	0	1	1
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	338	328	317	983
Aggressive Driving Involved				
Following too close	54	42	36	132
Too fast for conditions	197	203	188	588
Speed exceeded limit	53	52	30	135
TOTAL for 3 conditions	304	297	254	855
Horizontal Curves Involved	256	264	252	772
Unrestrained Occupants	218	222	173	613
Young Drivers—15-20 Involved	203	214	182	599
Alcohol and/or Other Drugs Involved	174	153	114	441
Inattentive Drivers Involved	146	130	152	428
Seriously Injured in Intersection Crashes				
Unsignalized	115	109	81	305
Signalized	32	25	15	72
TOTAL for both Unsignalized and Signalized	147	134	96	377
Seriously Injured in Collision with Tree	95	75	78	248
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	67	75	104	246
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	67	75	104	246
Unlicensed Drivers Involved	65	88	88	241
Seriously Injured Involving Commercial Motor Vehicles	69	58	66	193
Motorcyclists Seriously Injured	55	61	65	181
Older Drivers—65-75 Involved	55	56	58	169
Older Drivers—76 or Older Involved	41	25	32	98
Pedestrians Seriously Injured	18	19	21	58
Seriously Injured in Collision with Utility Pole	20	9	10	39
Bicyclists Seriously Injured	5	7	2	14
Seriously Injured in Work Zones	7	1	1	9
School Buses / Bus Signal Involved	1	1	1	3

Troop G Data Analysis Model

2005-2007

Troop G vs. State

Total Fatalities			
Year	Troop G	State	%
2005	60	1,257	4.77%
2006	53	1,096	4.84%
2007	49	992	4.94%
Total	162	3,345	4.84%

Total Disabling Injuries			
Year	Troop G	State	%
2005	372	8,624	4.31%
2006	402	8,151	4.93%
2007	344	7,744	4.44%
Total	1,118	24,519	4.56%

Troop G

Fatalities				
Description	2005	2006	2007	Total
Unrestrained Occupants	31	33	24	88
Killed in Run-Off-Road Crashes	32	21	24	77
Aggressive Driving Involved				
Following too close	0	0	2	2
Too fast for conditions	21	14	22	57
Speed exceeded limit	8	4	4	16
TOTAL for 3 conditions	29	18	28	75
Horizontal Curves Involved	22	18	27	67
Inattentive Drivers Involved	16	20	16	52
Alcohol and/or Other Drugs Involved	16	18	11	45
Young Drivers—15-20 Involved	13	11	14	38
Killed in Collision with Tree	16	7	10	33
Unlicensed Drivers Involved	11	12	8	31
Killed in Head-On Crashes				
Head-On - Non-Interstate	11	9	10	30
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	11	9	10	30
Killed Involving Commercial Motor Vehicles	11	6	10	27
Killed in Intersection Crashes				
Unsignalized	5	8	7	20
Signalized	0	1	3	4
TOTAL for both Unsignalized and Signalized	5	9	10	24
Older Drivers—65-75 Involved	6	2	3	11
Older Drivers—76 or Older Involved	4	5	2	11
Motorcyclists Killed	0	4	2	6
Pedestrians Killed	3	3	0	6
Killed in Collision with Utility Pole	1	2	0	3
Killed in Work Zones	1	0	2	3
Bicyclists Killed	0	0	0	0
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries				
Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	196	239	214	649
Aggressive Driving Involved				
Following too close	17	13	15	45
Too fast for conditions	130	165	148	443
Speed exceeded limit	30	10	12	52
TOTAL for 3 conditions	177	188	175	540
Horizontal Curves Involved	143	193	148	484
Unrestrained Occupants	152	178	134	464
Inattentive Drivers Involved	98	116	90	304
Young Drivers—15-20 Involved	97	124	83	304
Alcohol and/or Other Drugs Involved	81	89	86	256
Seriously Injured in Collision with Tree	86	80	62	228
Unlicensed Drivers Involved	49	49	43	141
Seriously Injured in Intersection Crashes				
Unsignalized	45	42	27	114
Signalized	11	4	4	19
TOTAL for both Unsignalized and Signalized	56	46	31	133
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	45	45	33	123
Head-On - Interstates	0	0	0	0
TOTAL for Non-Interstate and Interstate	45	45	33	123
Seriously Injured Involving Commercial Motor Vehicles	29	35	34	98
Older Drivers—65-75 Involved	38	35	20	93
Motorcyclists Seriously Injured	21	34	24	79
Older Drivers—76 or Older Involved	25	20	14	59
Seriously Injured in Collision with Utility Pole	11	6	15	32
Pedestrians Seriously Injured	7	4	4	15
Seriously Injured in Work Zones	4	1	2	7
School Buses / Bus Signal Involved	0	0	4	4
Bicyclists Seriously Injured	1	1	0	2

Troop H Data Analysis Model

2005-2007

Troop H vs. State

Total Fatalities			
Year	Troop H	State	%
2005	74	1,257	5.89%
2006	50	1,096	4.56%
2007	41	992	4.13%
Total	165	3,345	4.93%

Total Disabling Injuries			
Year	Troop H	State	%
2005	434	8,624	5.03%
2006	458	8,151	5.62%
2007	472	7,744	6.10%
Total	1,364	24,519	5.56%

Troop H

Fatalities				
Description	2005	2006	2007	Total
Unrestrained Occupants	43	27	22	92
Killed in Run-Off-Road Crashes	35	24	20	79
Aggressive Driving Involved				
Following too close	1	0	0	1
Too fast for conditions	14	12	15	41
Speed exceeded limit	8	4	8	20
TOTAL for 3 conditions	23	16	23	62
Inattentive Drivers Involved	23	10	9	42
Killed Involving Commercial Motor Vehicles	15	10	15	40
Killed in Head-On Crashes				
Head-On - Non-Interstate	14	5	9	28
Head-On - Interstates	2	5	2	9
TOTAL for Non-Interstate and Interstate	16	10	11	37
Young Drivers—15-20 Involved	15	14	6	35
Alcohol and/or Other Drugs Involved	13	12	9	34
Horizontal Curves Involved	10	10	12	32
Killed in Intersection Crashes				
Unsignalized	14	9	2	25
Signalized	0	1	2	3
TOTAL for both Unsignalized and Signalized	14	10	4	28
Unlicensed Drivers Involved	8	8	6	22
Older Drivers—76 or Older Involved	8	6	1	15
Killed in Collision with Tree	2	6	5	13
Older Drivers—65-75 Involved	7	4	1	12
Motorcyclists Killed	3	0	7	10
Pedestrians Killed	3	4	1	8
Killed in Collision with Utility Pole	1	1	4	6
Killed in Work Zones	2	0	0	2
Bicyclists Killed	0	0	0	0
School Buses / Bus Signal Involved	0	0	0	0

Disabling Injuries				
Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	182	166	175	523
Aggressive Driving Involved				
Following too close	23	46	55	124
Too fast for conditions	105	95	106	306
Speed exceeded limit	21	29	12	62
TOTAL for 3 conditions	149	170	173	492
Seriously Injured in Intersection Crashes				
Unsignalized	105	130	114	349
Signalized	43	53	46	142
TOTAL for both Unsignalized and Signalized	148	183	160	491
Unrestrained Occupants	170	147	146	463
Young Drivers—15-20 Involved	136	150	124	410
Inattentive Drivers Involved	115	102	156	373
Horizontal Curves Involved	72	57	62	191
Alcohol and/or Other Drugs Involved	59	63	61	183
Unlicensed Drivers Involved	51	59	67	177
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	36	36	32	104
Head-On - Interstates	2	4	1	7
TOTAL for Non-Interstate and Interstate	38	40	33	111
Older Drivers—65-75 Involved	26	45	35	106
Seriously Injured Involving Commercial Motor Vehicles	36	30	33	99
Motorcyclists Seriously Injured	21	23	29	73
Older Drivers—76 or Older Involved	18	35	17	70
Seriously Injured in Collision with Tree	14	33	15	62
Seriously Injured in Collision with Utility Pole	16	15	17	48
Pedestrians Seriously Injured	10	10	15	35
Bicyclists Seriously Injured	5	5	8	18
Seriously Injured in Work Zones	1	3	5	9
School Buses / Bus Signal Involved	0	6	3	9

Troop I Data Analysis Model

2005-2007

Troop I vs. State

Total Fatalities			
Year	Troop I	State	%
2005	65	1,257	5.17%
2006	52	1,096	4.74%
2007	59	992	5.95%
Total	176	3,345	5.26%

Total Disabling Injuries			
Year	Troop I	State	%
2005	552	8,624	6.40%
2006	474	8,151	5.82%
2007	428	7,744	5.53%
Total	1,454	24,519	5.93%

Troop I

Fatalities

Description	2005	2006	2007	Total
Killed in Run-Off-Road Crashes	37	34	31	102
Unrestrained Occupants	36	33	30	99
Aggressive Driving Involved				
Following too close	0	1	1	2
Too fast for conditions	19	25	21	65
Speed exceeded limit	8	6	9	23
TOTAL for 3 conditions	27	32	31	90
Horizontal Curves Involved	29	27	27	83
Inattentive Drivers Involved	20	15	18	53
Alcohol and/or Other Drugs Involved	12	13	13	38
Young Drivers—15-20 Involved	11	12	13	36
Killed Involving Commercial Motor Vehicles	16	4	11	31
Killed in Collision with Tree	9	13	9	31
Killed in Head-On Crashes				
Head-On - Non-Interstate	9	4	10	23
Head-On - Interstates	7	0	0	7
TOTAL for Non-Interstate and Interstate	16	4	10	30
Unlicensed Drivers Involved	6	5	6	17
Older Drivers—65-75 Involved	8	3	3	14
Pedestrians Killed	2	4	3	9
Killed in Intersection Crashes				
Unsignalized	2	5	3	10
Signalized	0	0	0	0
TOTAL for both Unsignalized and Signalized	2	5	3	10
Motorcyclists Killed	1	2	5	8
Older Drivers—76 or Older Involved	3	2	2	7
Killed in Collision with Utility Pole	3	1	1	5
Bicyclists Killed	0	0	1	1
School Buses / Bus Signal Involved	0	0	0	0
Killed in Work Zones	0	0	0	0

Disabling Injuries

Description	2005	2006	2007	Total
Seriously Injured in Run-Off-Road Crashes	293	286	243	822
Aggressive Driving Involved				
Following too close	22	43	26	91
Too fast for conditions	175	142	132	449
Speed exceeded limit	33	28	21	82
TOTAL for 3 conditions	230	213	179	622
Horizontal Curves Involved	225	161	166	552
Unrestrained Occupants	187	170	140	497
Inattentive Drivers Involved	125	148	131	404
Young Drivers—15-20 Involved	177	110	92	379
Seriously Injured in Collision with Tree	97	89	79	265
Alcohol and/or Other Drugs Involved	93	83	85	261
Seriously Injured in Intersection Crashes				
Unsignalized	51	40	47	138
Signalized	15	3	10	28
TOTAL for both Unsignalized and Signalized	66	43	57	166
Seriously Injured in Head-On Crashes				
Head-On - Non-Interstate	57	26	43	126
Head-On - Interstates	22	1	0	23
TOTAL for Non-Interstate and Interstate	79	27	43	149
Seriously Injured Involving Commercial Motor Vehicles	50	51	45	146
Unlicensed Drivers Involved	53	38	45	136
Motorcyclists Seriously Injured	22	42	41	105
Older Drivers—65-75 Involved	27	33	25	85
Older Drivers—76 or Older Involved	21	12	10	43
Pedestrians Seriously Injured	12	5	9	26
Seriously Injured in Collision with Utility Pole	8	3	9	20
Seriously Injured in Work Zones	10	8	1	19
Bicyclists Seriously Injured	3	2	1	6
School Buses / Bus Signal Involved	0	0	2	2

Total Fatalities by Age

2005-2007

Age	Fatalities	Percent of Total Fatalities
15-20	563	16.83%
>=66	469	14.02%
21-25	410	12.26%
41-45	280	8.37%
46-50	245	7.32%
26-30	243	7.26%
36-40	236	7.06%
31-35	233	6.97%
51-55	214	6.40%
56-60	183	5.47%
61-65	135	4.04%
9-14	60	1.79%
6	13	0.39%
2	12	0.36%
3	12	0.36%
4	7	0.21%
5	6	0.18%
Unknown	6	0.18%
1	5	0.15%
7	5	0.15%
8	5	0.15%
<1	3	0.09%
TOTAL	3,345	100.00%

* Greater than or equal to 66

** Less than 1

Total Fatalities by Age and Target Area

2005-2007

Alcohol & Other Drug Involved

Age	Fatalities	Percent of Total Fatalities
21-25	172	20.62%
15-20	138	16.55%
31-35	87	10.43%
41-45	82	9.83%
26-30	70	8.39%
36-40	69	8.27%
46-50	65	7.79%
51-55	50	6.00%
*>=66	32	3.84%
56-60	31	3.72%
61-65	21	2.52%
9-14	8	0.96%
3	3	0.36%
1	1	0.12%
2	1	0.12%
4	1	0.12%
5	1	0.12%
6	1	0.12%
8	1	0.12%
**<1	0	0.00%
7	0	0.00%
Unknown	0	0.00%
TOTAL	834	100.00%

Bicyclists

Age	Fatalities	Percent of Total Fatalities
41-45	4	16.67%
9-14	3	12.50%
36-40	3	12.50%
*>=66	3	12.50%
15-20	2	8.33%
21-25	2	8.33%
56-60	2	8.33%
5	1	4.17%
6	1	4.17%
31-35	1	4.17%
61-65	1	4.17%
46-50	1	4.17%
**<1	0	0.00%
1	0	0.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
7	0	0.00%
8	0	0.00%
26-30	0	0.00%
51-55	0	0.00%
Unknown	0	0.00%
TOTAL	24	100.00%

Inattentive Driver Involved

Age	Fatalities	Percent of Total Fatalities
15-20	133	16.18%
*>=66	124	15.09%
21-25	73	8.88%
41-45	68	8.27%
26-30	67	8.15%
36-40	60	7.30%
46-50	59	7.18%
31-35	57	6.93%
56-60	54	6.57%
51-55	49	5.96%
61-65	42	5.11%
9-14	17	2.07%
6	7	0.85%
2	3	0.36%
3	3	0.36%
4	2	0.24%
7	2	0.24%
5	1	0.12%
**<1	1	0.12%
Unknown	0	0.00%
1	0	0.00%
8	0	0.00%
TOTAL	822	100.00%

Following Too Close Involved

Age	Fatalities	Percent of Total Fatalities
*>=66	19	29.69%
51-55	7	10.94%
15-20	6	9.38%
41-45	6	9.38%
21-25	5	7.81%
31-35	5	7.81%
56-60	4	6.25%
36-40	3	4.69%
61-65	3	4.69%
46-50	2	3.13%
Unknown	2	3.13%
9-14	1	1.56%
26-30	1	1.56%
**<1	0	0.00%
1	0	0.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
TOTAL	64	100.00%

* Greater than or equal to 66

** Less than 1

Total Fatalities by Age and Target Area

2005-2007

Head-On (Non Interstate)

Age	Fatalities	Percent of Total Fatalities
15-20	92	17.76%
*≥66	71	13.71%
21-25	52	10.04%
46-50	44	8.49%
51-55	42	8.11%
41-45	39	7.53%
36-40	35	6.76%
26-30	32	6.18%
56-60	30	5.79%
31-35	29	5.60%
61-65	21	4.05%
9-14	13	2.51%
2	3	0.58%
3	3	0.58%
1	2	0.39%
6	2	0.39%
7	2	0.39%
8	2	0.39%
**<1	1	0.19%
4	1	0.19%
5	1	0.19%
Unknown	1	0.19%
TOTAL	518	100.00%

Head-On (Interstate)

Age	Fatalities	Percent of Total Fatalities
*≥66	10	18.87%
26-30	7	13.21%
46-50	7	13.21%
21-25	5	9.43%
31-35	5	9.43%
15-20	4	7.55%
41-45	4	7.55%
51-55	4	7.55%
61-65	4	7.55%
36-40	2	3.77%
56-60	1	1.89%
**<1	0	0.00%
1	0	0.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
9-14	0	0.00%
Unknown	0	0.00%
TOTAL	53	100.00%

Commercial Motor Vehicle Involved

Age	Fatalities	Percent of Total Fatalities
*≥66	90	16.25%
15-20	57	10.29%
21-25	50	9.03%
41-45	50	9.03%
26-30	44	7.94%
51-55	44	7.94%
36-40	42	7.58%
46-50	42	7.58%
56-60	40	7.22%
31-35	37	6.68%
61-65	26	4.69%
9-14	9	1.62%
2	5	0.90%
Unknown	5	0.90%
**<1	3	0.54%
6	3	0.54%
3	2	0.36%
5	2	0.36%
7	2	0.36%
4	1	0.18%
1	0	0.00%
8	0	0.00%
TOTAL	554	100.00%

Horizontal Curve Involved

Age	Fatalities	Percent of Total Fatalities
15-20	212	18.40%
21-25	174	15.10%
*≥66	112	9.72%
41-45	102	8.85%
46-50	94	8.16%
36-40	92	7.99%
31-35	85	7.38%
51-55	77	6.68%
26-30	74	6.42%
56-60	55	4.77%
61-65	46	3.99%
9-14	14	1.22%
2	4	0.35%
6	4	0.35%
3	2	0.17%
**<1	1	0.09%
1	1	0.09%
5	1	0.09%
7	1	0.09%
8	1	0.09%
4	0	0.00%
Unknown	0	0.00%
TOTAL	1,152	100.00%

* Greater than or equal to 66

** Less than 1

Total Fatalities by Age and Target Area

2005-2007

Motorcyclists

Age	Fatalities	Percent of Total Fatalities
46-50	36	13.24%
41-45	34	12.50%
51-55	32	11.76%
26-30	30	11.03%
21-25	29	10.66%
36-40	27	9.93%
31-35	26	9.56%
15-20	21	7.72%
56-60	20	7.35%
61-65	9	3.31%
*≥66	8	2.94%
**<1	0	0.00%
1	0	0.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
9-14	0	0.00%
Unknown	0	0.00%
TOTAL	272	100.00%

Pedestrians

Age	Fatalities	Percent of Total Fatalities
*≥66	31	12.45%
41-45	30	12.05%
36-40	27	10.84%
21-25	26	10.44%
46-50	22	8.84%
31-35	21	8.43%
15-20	19	7.63%
26-30	15	6.02%
51-55	15	6.02%
56-60	14	5.62%
61-65	11	4.42%
9-14	8	3.21%
3	3	1.20%
6	3	1.20%
2	2	0.80%
5	1	0.40%
7	1	0.40%
**<1	0	0.00%
1	0	0.00%
4	0	0.00%
8	0	0.00%
Unknown	0	0.00%
TOTAL	249	100.00%

Run-Off Road Involved

Age	Fatalities	Percent of Total Fatalities
15-20	299	19.48%
21-25	247	16.09%
*≥66	129	8.40%
41-45	127	8.27%
26-30	117	7.62%
36-40	114	7.43%
46-50	114	7.43%
31-35	112	7.30%
51-55	97	6.32%
56-60	76	4.95%
61-65	51	3.32%
9-14	25	1.63%
4	5	0.33%
6	5	0.33%
Unknown	5	0.33%
2	4	0.26%
1	2	0.13%
3	2	0.13%
5	2	0.13%
8	2	0.13%
**<1	0	0.00%
7	0	0.00%
TOTAL	1,535	100.00%

Unrestrained Occupant

Age	Fatalities	Percent of Total Fatalities
15-20	370	22.09%
21-25	254	15.16%
*≥66	151	9.01%
26-30	147	8.78%
31-35	134	8.00%
41-45	128	7.64%
36-40	124	7.40%
46-50	110	6.57%
51-55	93	5.55%
56-60	71	4.24%
61-65	51	3.04%
9-14	22	1.31%
2	5	0.30%
4	4	0.24%
1	3	0.18%
3	3	0.18%
6	2	0.12%
8	2	0.12%
5	1	0.06%
**<1	0	0.00%
7	0	0.00%
Unknown	0	0.00%
TOTAL	1,675	100.00%

* Greater than or equal to 66

** Less than 1

Total Fatalities by Age and Target Area

2005-2007

Signalized Intersection Involved

Age	Fatalities	Percent of Total Fatalities
*≥66	39	24.22%
15-20	26	16.15%
46-50	18	11.18%
21-25	13	8.07%
41-45	11	6.83%
56-60	10	6.21%
51-55	9	5.59%
61-65	9	5.59%
31-35	8	4.97%
26-30	7	4.35%
36-40	6	3.73%
9-14	3	1.86%
2	2	1.24%
**<1	0	0.00%
1	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
Unknown	0	0.00%
TOTAL	161	100.00%

Speed Exceeded Limit Involved

Age	Fatalities	Percent of Total Fatalities
15-20	149	25.04%
21-25	120	20.17%
26-30	54	9.08%
31-35	47	7.90%
36-40	42	7.06%
41-45	41	6.89%
46-50	39	6.55%
51-55	29	4.87%
*≥66	29	4.87%
56-60	17	2.86%
9-14	13	2.18%
61-65	8	1.34%
2	2	0.34%
1	1	0.17%
3	1	0.17%
4	1	0.17%
6	1	0.17%
7	1	0.17%
**<1	0	0.00%
5	0	0.00%
8	0	0.00%
Unknown	0	0.00%
TOTAL	595	100.00%

Too Fast For Condition Involved

Age	Fatalities	Percent of Total Fatalities
15-20	194	22.56%
21-25	122	14.19%
36-40	77	8.95%
26-30	69	8.02%
41-45	69	8.02%
31-35	63	7.33%
51-55	60	6.98%
46-50	57	6.63%
*≥66	43	5.00%
56-60	38	4.42%
61-65	36	4.19%
9-14	18	2.09%
2	3	0.35%
4	3	0.35%
3	2	0.23%
Unknown	2	0.23%
**<1	1	0.12%
1	1	0.12%
5	1	0.12%
8	1	0.12%
6	0	0.00%
7	0	0.00%
TOTAL	860	100.00%

Collision with Tree Involved

Age	Fatalities	Percent of Total Fatalities
15-20	106	24.04%
21-25	83	18.82%
26-30	33	7.48%
36-40	33	7.48%
31-35	31	7.03%
51-55	30	6.80%
41-45	28	6.35%
*≥66	27	6.12%
46-50	24	5.44%
56-60	19	4.31%
9-14	12	2.72%
61-65	11	2.49%
2	1	0.23%
5	1	0.23%
6	1	0.23%
8	1	0.23%
**<1	0	0.00%
1	0	0.00%
3	0	0.00%
4	0	0.00%
7	0	0.00%
Unknown	0	0.00%
TOTAL	441	100.00%

* Greater than or equal to 66

** Less than 1

Total Fatalities by Age and Target Area

2005-2007

Unlicensed Driver Involved

Age	Fatalities	Percent of Total Fatalities
15-20	92	18.81%
21-25	82	16.77%
26-30	56	11.45%
31-35	47	9.61%
46-50	44	9.00%
36-40	41	8.38%
41-45	34	6.95%
51-55	30	6.13%
*>=66	24	4.91%
56-60	12	2.45%
9-14	8	1.64%
61-65	6	1.23%
3	4	0.82%
1	2	0.41%
4	2	0.41%
5	2	0.41%
6	2	0.41%
**<1	1	0.20%
2	0	0.00%
7	0	0.00%
8	0	0.00%
Unknown	0	0.00%
TOTAL	489	100.00%

Unsignalized Intersection

Age	Fatalities	Percent of Total Fatalities
*>=66	128	34.22%
15-20	42	11.23%
41-45	31	8.29%
51-55	24	6.42%
21-25	23	6.15%
36-40	21	5.61%
46-50	21	5.61%
26-30	20	5.35%
61-65	19	5.08%
56-60	15	4.01%
31-35	14	3.74%
9-14	4	1.07%
**<1	2	0.53%
7	2	0.53%
6	2	0.53%
5	1	0.27%
1	1	0.27%
2	1	0.27%
3	1	0.27%
8	1	0.27%
Unknown	1	0.27%
4	0	0.00%
TOTAL	374	100.00%

Utility Pole Involved

Age	Fatalities	Percent of Total Fatalities
15-20	23	20.72%
21-25	18	16.22%
46-50	13	11.71%
31-35	9	8.11%
41-45	9	8.11%
*>=66	9	8.11%
26-30	8	7.21%
36-40	7	6.31%
56-60	6	5.41%
51-55	3	2.70%
61-65	3	2.70%
1	1	0.90%
6	1	0.90%
9-14	1	0.90%
**<1	0	0.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
7	0	0.00%
8	0	0.00%
Unknown	0	0.00%
TOTAL	111	100.00%

Work Zone Involved

Age	Fatalities	Percent of Total Fatalities
51-55	6	15.38%
56-60	6	15.38%
31-35	5	12.82%
*>=66	4	10.26%
15-20	3	7.69%
26-30	3	7.69%
46-50	3	7.69%
21-25	2	5.13%
36-40	2	5.13%
41-45	2	5.13%
61-65	2	5.13%
Unknown	1	2.56%
**<1	0	0.00%
1	0	0.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
9-14	0	0.00%
TOTAL	39	100.00%

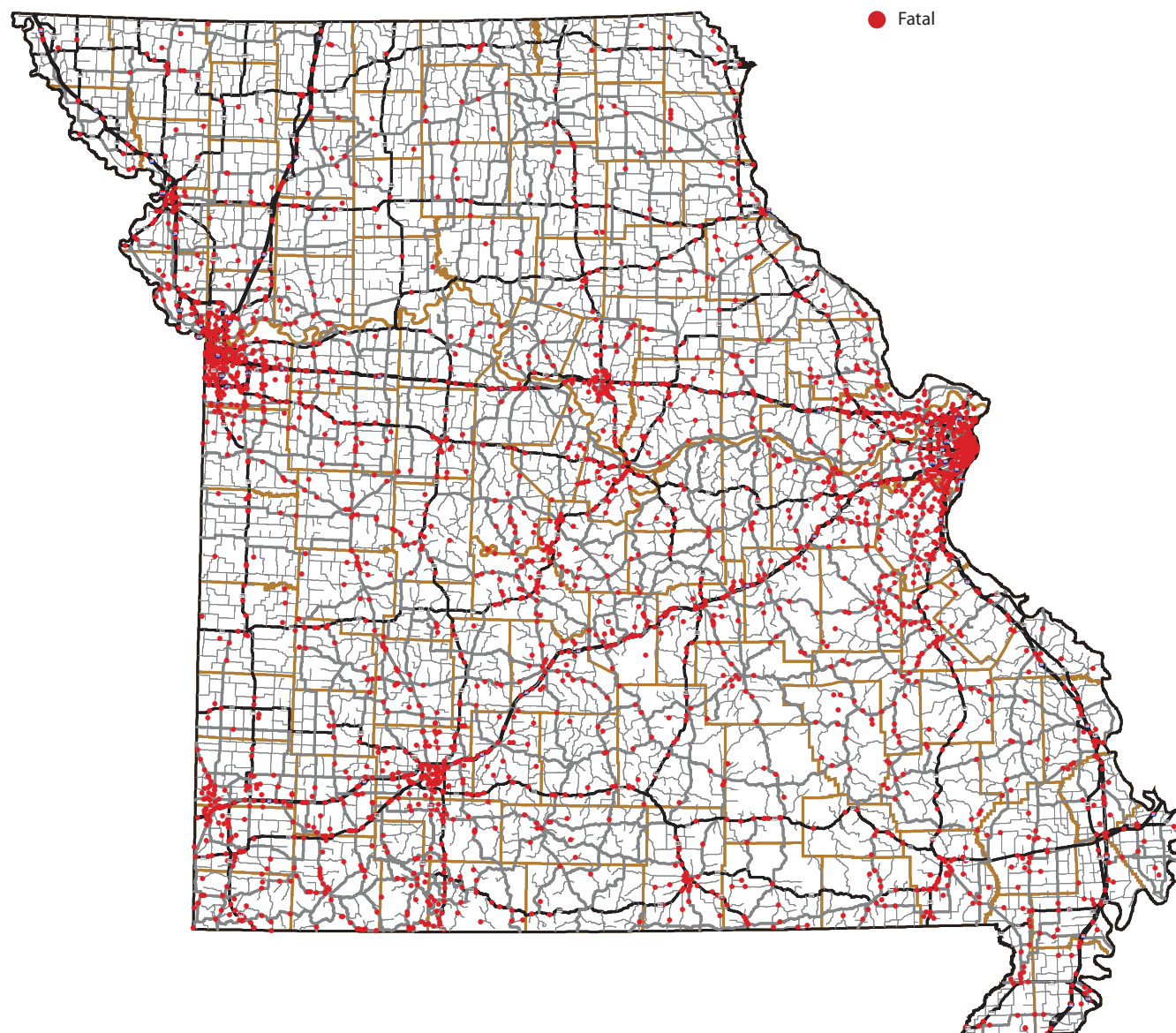
* Greater than or equal to 66

** Less than 1

Fatal Crashes

2005-2007

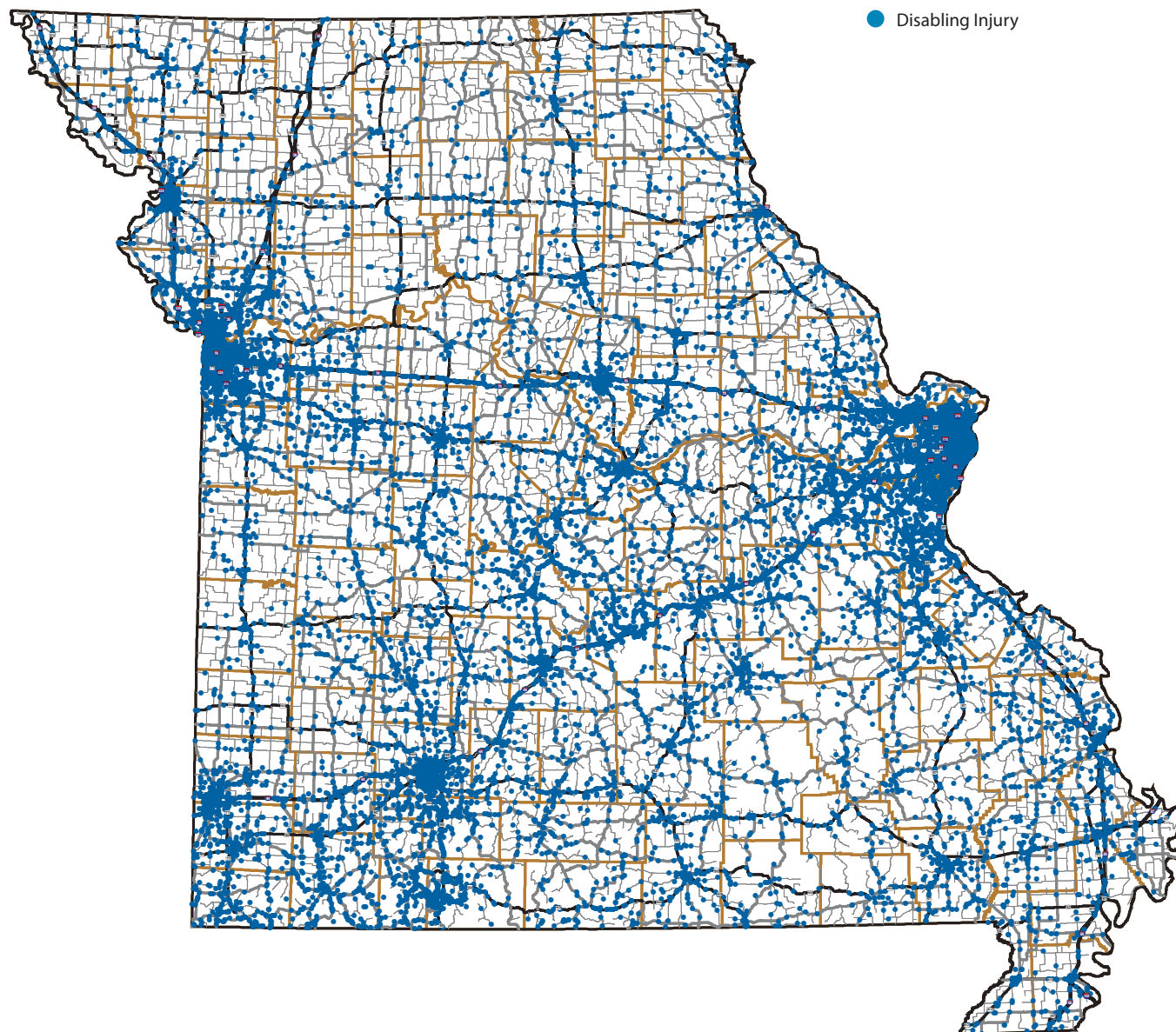
3,345 people were killed



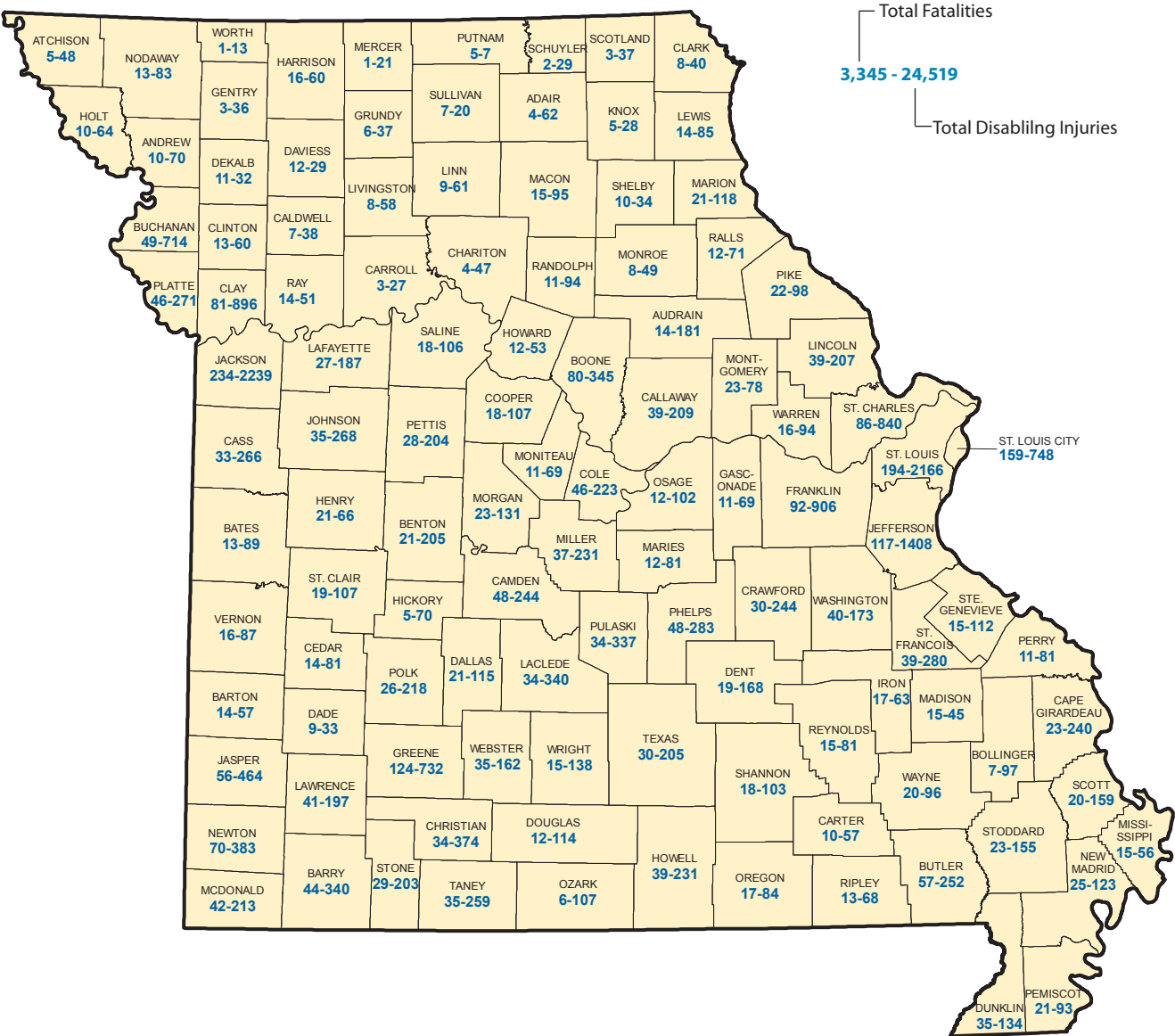
Disabling Injury Crashes

2005-2007

24,519 people received disabling injuries
in both fatal and disabling injury crashes.



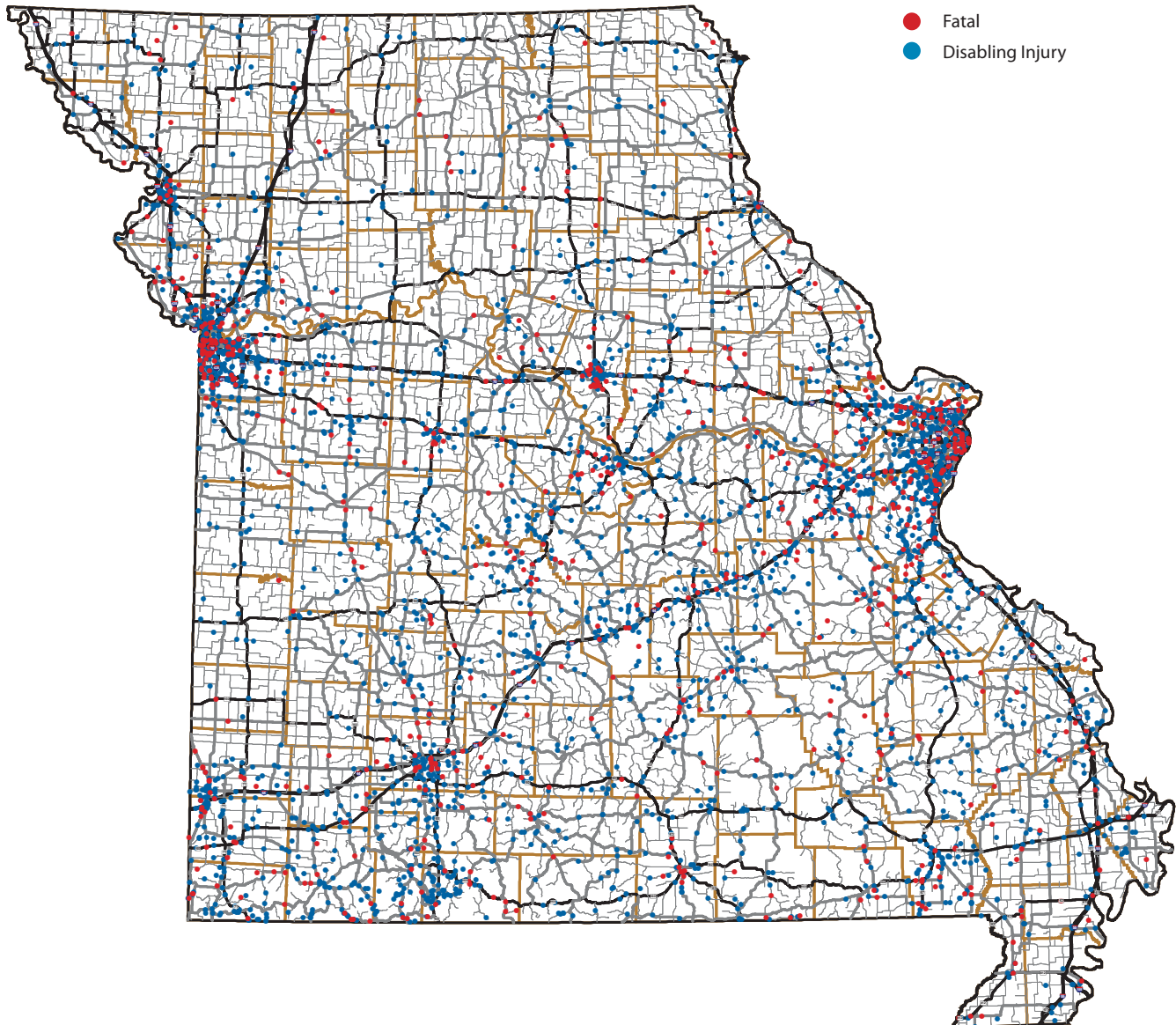
Fatalities and Disabling Injuries by County
2005-2007



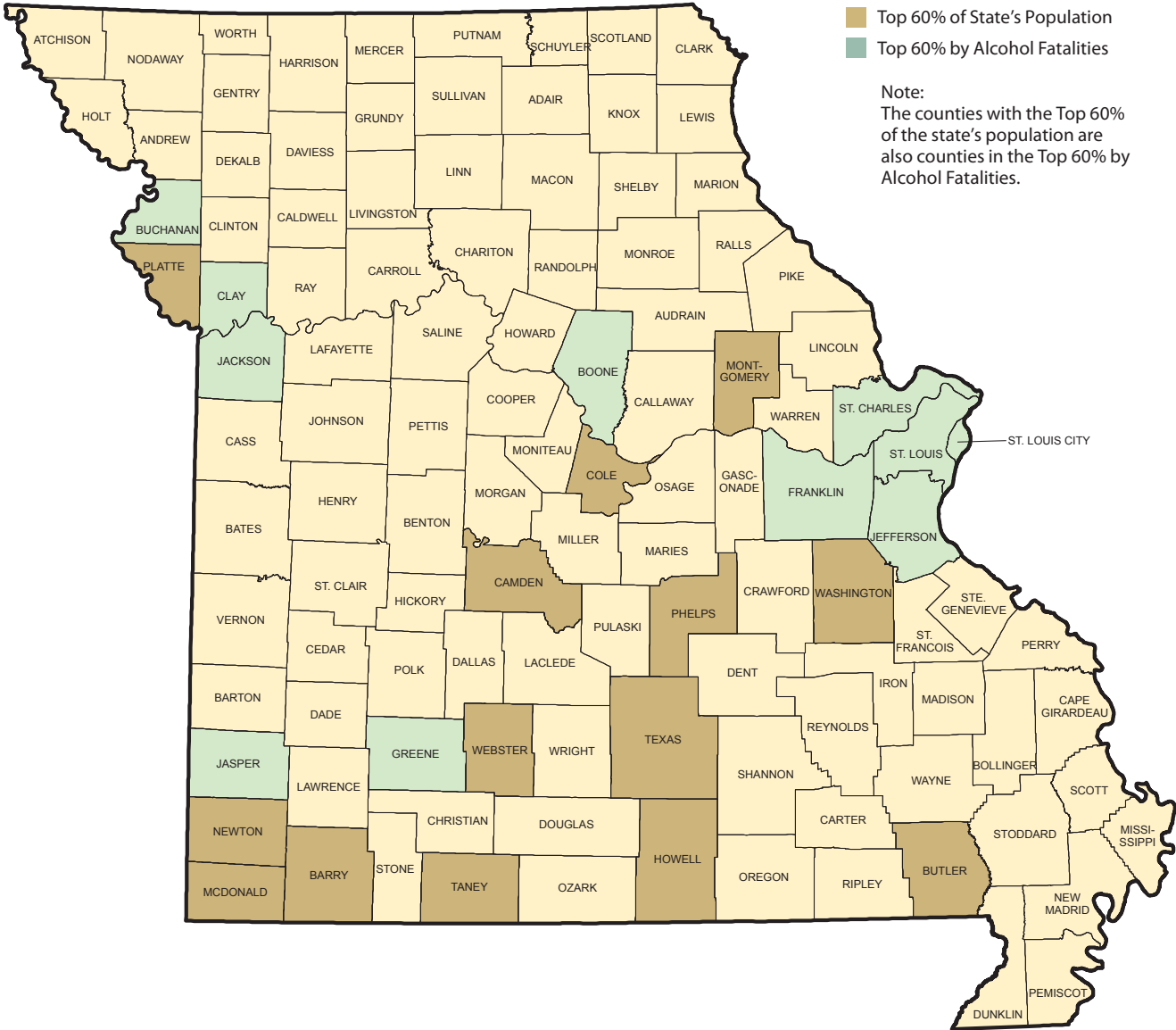
Alcohol and Drug Related Fatal and Disabling Injury Crashes

2005-2007

834 people were killed and 4,089
received disabling injuries.



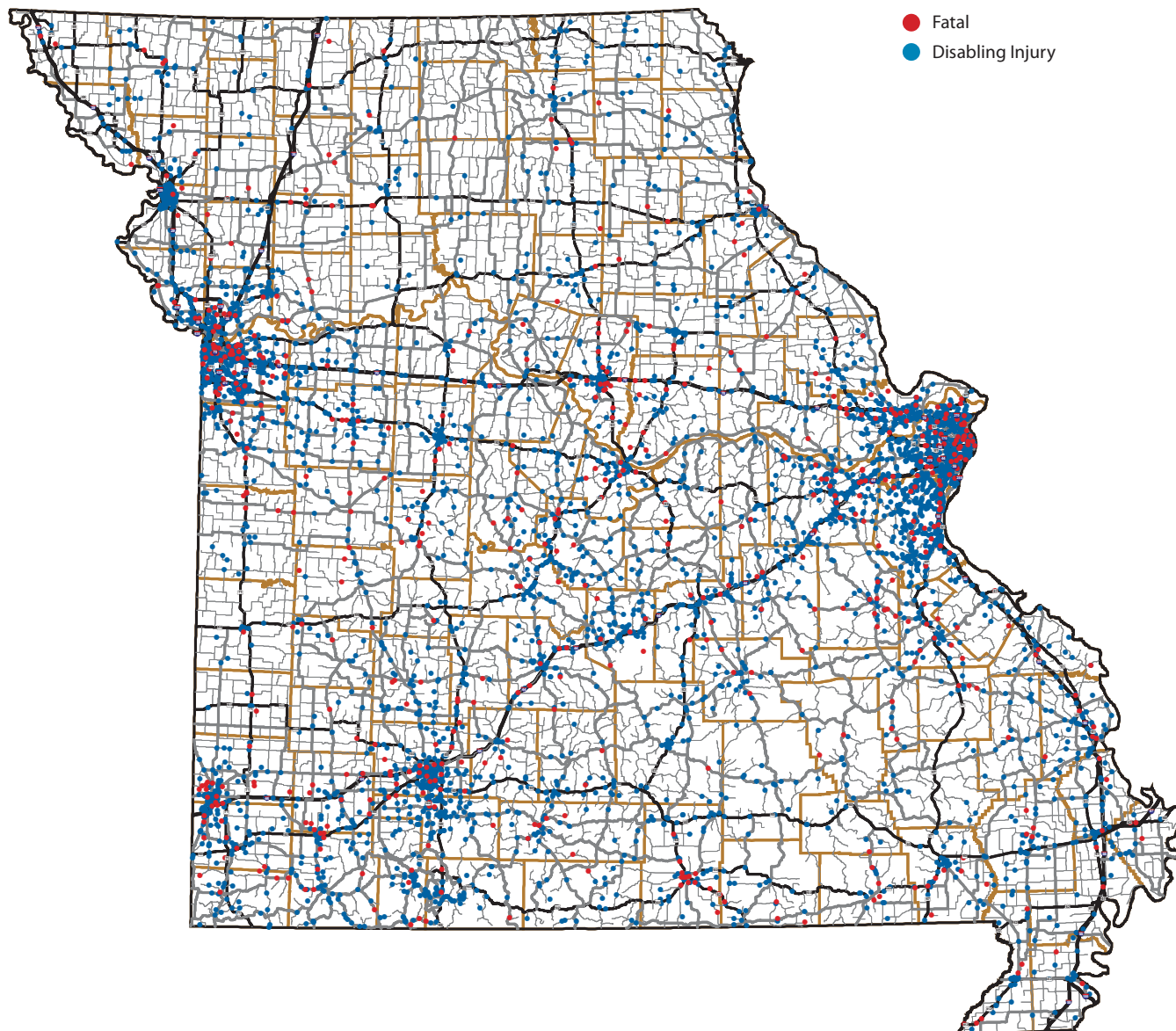
Alcohol Related Fatalities / Top Counties with 60% of Fatalities
2005-2007



Young Driver Involved Fatal and Disabling Injury Crashes / 15-20 Years of Age

2005-2007

687 people were killed and 6,631 received disabling injuries in crashes involving a young driver.



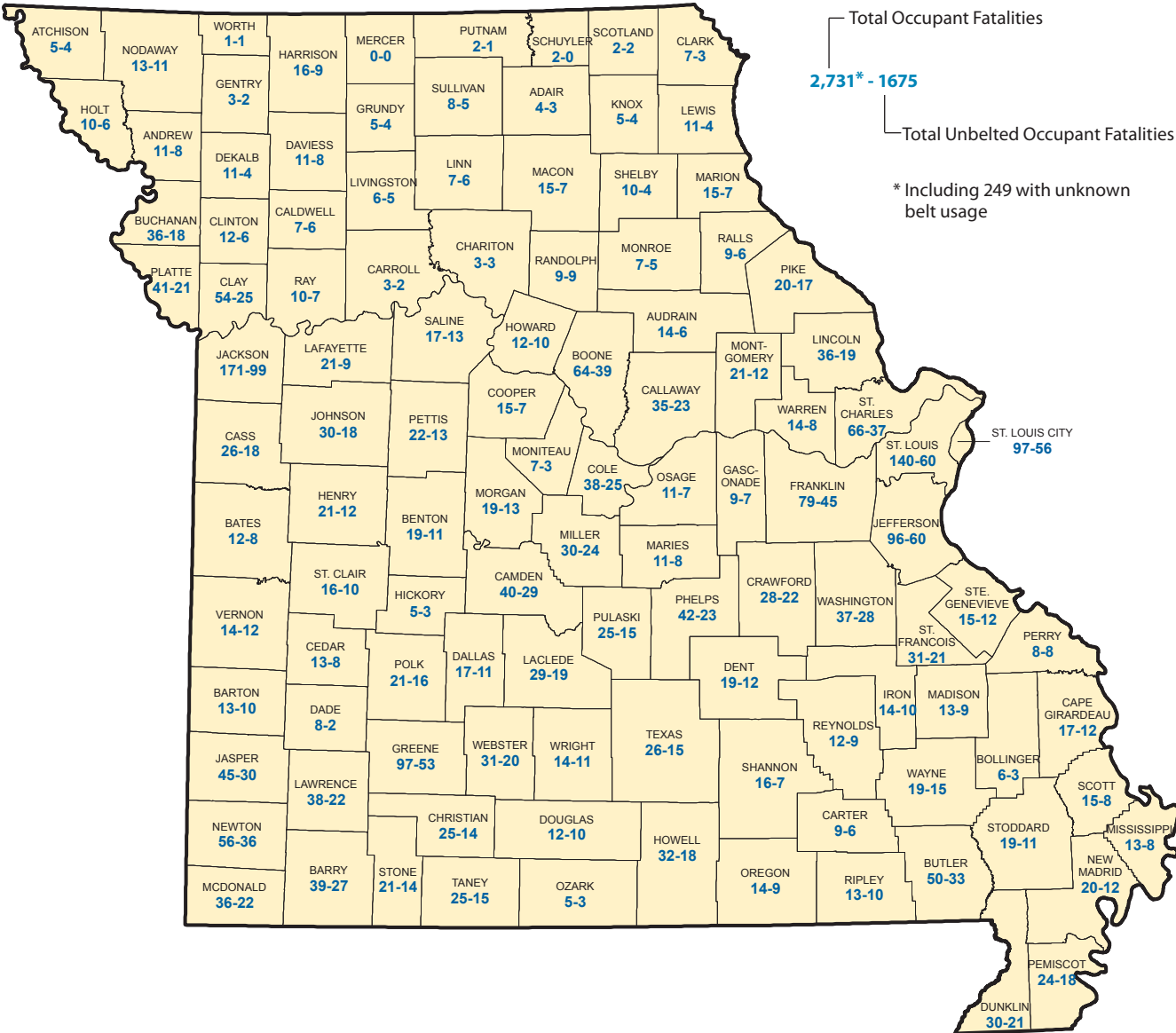
No Safety Belt Fatal Crashes

2005-2007

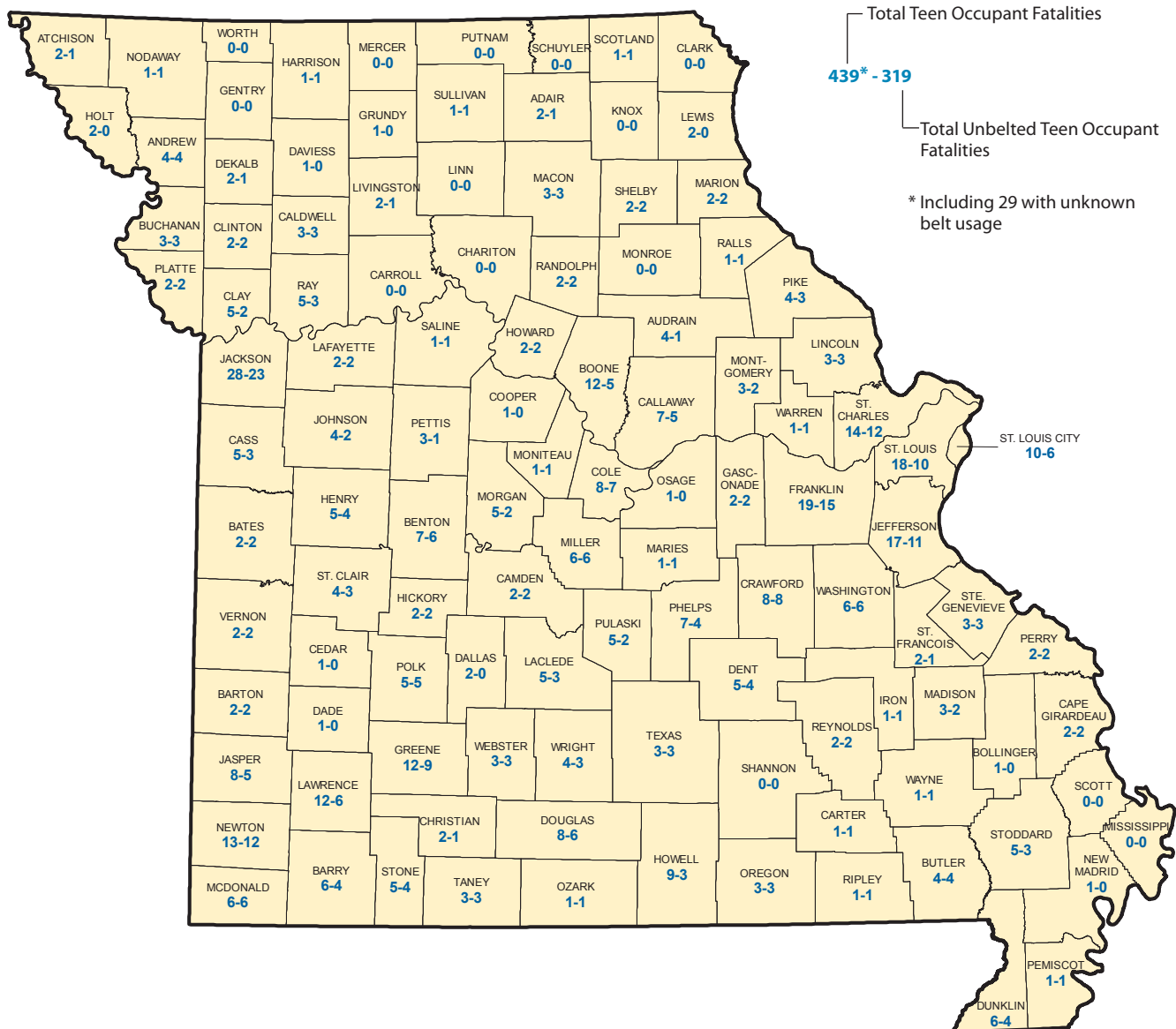
1,675 unbelted people died



Motor Vehicle Crashes / Unbelted Occupant Fatalities
2005-2007



2005-2007



Additional Resources

Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Third Edition, January 2008, DOT HS 810 891

www.nhtsa.gov/staticfiles/DOT/NHTSA/Traffic%20Control/Articles/Associated%20Files/HS810891.pdf

How to Develop a Pedestrian Safety Action Plan, FHWA SA-05-12, February 2006

www.narc.org/uploads/File/Transportation/Library/howto_bikeped.pdf

Highway Design Handbook for Older Drivers and Pedestrians, FHWA-RD-01-103, May 2001

<http://www.tfhr.gov/humanfac/01103/coverfront.htm>

NCHRP (National Cooperative Highway Research Program) Report 500 Series

Volume 1: A Guide for Addressing Aggressive-Driving Collisions

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v1.pdf

Volume 2: A Guide for Addressing Collisions Involving Unlicensed Drivers and Drivers with Suspended or Revoked Licenses

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v2.pdf

Volume 3: A Guide for Addressing Collisions with Trees in Hazardous Locations

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v3.pdf

Volume 4: A Guide for Addressing Head-On Collisions

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v4.pdf

Volume 5: A Guide for Addressing Unsignalized Intersection Collisions

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v5.pdf

Volume 6: A Guide for Addressing Run-Off-Road Collisions

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v6.pdf

Volume 7: A Guide for Reducing Collisions on Horizontal Curves

http://trb.org/publications/nchrp/nchrp_rpt_500v7.pdf

Volume 8: A Guide for Reducing Collisions Involving Utility Poles

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v8.pdf

Volume 9: A Guide for Reducing Collisions Involving Older Drivers

http://trb.org/publications/nchrp/nchrp_rpt_500v9.pdf

Volume 10: A Guide for Reducing Collisions Involving Pedestrians

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v10.pdf

Volume 11: A Guide for Increasing Seatbelt Use

http://trb.org/publications/nchrp/nchrp_rpt_500v11.pdf

Volume 12: A Guide for Reducing Collisions at Signalized Intersections

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v12.pdf

Volume 13: A Guide for Reducing Collisions Involving Heavy Trucks

http://gulliver.trb.org/publications/nchrp/nchrp_rpt_500v13.pdf

Volume 14: A Guide for Reducing Crashes Involving Drowsy and Distracted Drivers
http://trb.org/publications/nchrp/nchrp_rpt_500v14.pdf

Volume 15: A Guide for Enhancing Rural Emergency Medical Services
http://trb.org/publications/nchrp/nchrp_rpt_500v15.pdf

Volume 16: A Guide for Reducing Alcohol-Related Collisions
http://trb.org/publications/nchrp/nchrp_rpt_500v16.pdf

Volume 17: A Guide for Reducing Work Zone Collisions
http://trb.org/publications/nchrp/nchrp_rpt_500v17.pdf

Volume 18: A Guide for Reducing Collisions Involving Bicycles
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v18.pdf

Volume 19: A Guide for Reducing Collisions Involving Young Drivers
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v19.pdf

Volume 20: A Guide for Reducing Head-On Crashes on Freeways
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v20.pdf



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P.O. Box 270
Jefferson City, MO 65102
800.800.2358 (BELT)

saveMOLives.com